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FOR AIRCRAFT

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Special Christmas Supplement Next Week

VOTE ON THE  
AIR REPORT

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ARMY

GAZETTE OF THE  
REGULAR



NAVY

AND VOLUNTEER  
FORCES

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## Gen. Harbord Discusses Effects of Morrow Air Report



Harbord

THE ARMY AND NAVY JOURNAL begins a series of articles on the Air Services with the following prepared by Major General James G. Harbord, U.S. Army, retired.

A brilliant soldier, one of the great military figures of the World War, General Harbord is today an outstanding figure in the business world.

He was a member of the President's Aircraft Board, and in that capacity had great influence in the findings made.

What General Harbord says, therefore, is of the highest importance and will be read with interest not only by the services, but by the public generally.

—The Editor.

BY MAJ. GEN. JAMES G. HARBORD

The Editor of the ARMY AND NAVY JOURNAL has asked me to submit an article on the operation and effect on the Army if the recommendations made by the President's Aircraft Board are carried into effect. With other members of the board, I listened to 99 witnesses, about 60 of whom were actual flying men. The unrest, dissatisfaction and impatience against control, found by the board in the Army Air Service, identified by military men as a lack of discipline and a condition of lowered morale, is what the recommendations of the board are intended to alleviate or remedy.

From the standpoint of one who entered the Army as long ago as January, 1889, much of the dissatisfaction of the Air Service is the world-old protest of youth against control by the maturer judgment of age.

The whole world has been in process of liquidation since the close of the war. It has not only included tremendous war stocks of material, but, to a certain extent, has included liquidation of military establishments, of military careers and personal ambitions. The Army Air Service was born in and of the war, and as a corps had had no experience of peace time conditions. It has, therefore, been a little harder for them to accept with proper philosophy the inevitable changes which have been accepted without audible complaint by the older arms, with tradition and long service behind them.

At the basis of the unrest of the Air Service, leaving out the matter of rank and promotion, there lies a desire for independence from the remainder of the military team, which is, apparently, shared by air officers of every grade. There has been a tremendous amount of misleading air propaganda, which has disturbed thinking and intelligent people all over the country and, to some extent, has terrified the thoughtless and the uninformed. The effects of this propaganda have nowhere been more deleterious than in the Air Service, itself.

Certain sympathy may be felt for the belief of the air officers that they have not always received proper consideration in the controlling policies of the War Department. So far as this belief touches appropriations, and a larger measure of freedom than is conceded to other arms, it appears to me to be baseless. On the other hand, it cannot be expected that the General Staff, charged with advising the Secretary of War on military policies for the whole team, will have the intimate knowledge of the specialty that is possessed by the enthusiastic flying officer, himself, and if the General Staff officer had the same special knowledge, its application would necessarily be tempered by his obliga-

tion to view Air matters with relation to the whole problem of the military service in the effort for team work.

The attitude of the remainder of the Service to the Air Corps has been described by some of its members as that of a stepmother. Without conceding the correctness of this simile, it may be remarked that, disagreeable as the control of a stepmother may be for a child, it is generally better for it than to have the youngster running wild on the streets without any control.

I believe the recommendation for change of name of the Air Corps, following the analogy of the Engineer, Signal and Medical Corps, will justify itself. The duties of the present Assistant Secretary of War are fixed by statute, and occupy him to an extent that would limit the Secretary of War in applying his abilities to other matters of administration, and I have no doubt that if Congress authorized the appointment of an additional Assistant Secretary, under the orders of the Secretary of War, who might particularly interest himself in the representation of aviation, it would bring to that corps a larger measure of sympathetic supervision and counsel than it has had in the past. The recommendation for administrative provision of General Staff representation for the Air Service is justified, during this transition period, while the Air Service is striking its proper stride as a member of the team, even though it do violence to the general rule that no member of the War Department General Staff should represent a particular service. If wisdom is used in the selection of the men, it ought to produce better team work between the Air Service and the remainder of the Army. I shall be surprised if there are not rumbles, within a few months, from the controlling authorities of the Air Service to the effect that the policies of its Chief are being reviewed by junior officers of his own corps in the General Staff.

Unquestionably, rank should be commensurate with command in an Army. It never has been fully so in America, except in the single instance of the Confederate Army during the Civil War. To expect a lieutenant or junior captain to lead a Flying Squadron composed of men of his own grade is to weaken the authority of the leader. The temporary rank provided affects adversely no officer of other branches of the Army. It should be accepted by the Service at large as a reasonable solution of the situation in which the Air Corps finds itself. In the meantime, a wise Chief of the Air Corps would, in my judgment, act on the hint of the Aviation Board—that suitable and physically qualified field officers from other branches of the Army be welcomed to his corps on the understanding that they learn to fly. This is the way the Air Service acquired its present senior officers.

The Artillery does not provide its own guns, nor the Infantry its own rifles. In the future, it will undoubtedly be necessary to separate procurement in the Air Service from operation. The brigadier general suggested for this place should be allowed to work with that end in view. The group of Air Training Schools near San Antonio, Tex., has suffered from lack of unified control by someone competent to discipline and administer those somewhat isolated forces, and needs the authority of a general officer.

I believe that the increased use of enlisted men as pilots in the Air Service will result in considerable saving of expense and a favorable reaction on the officers of the Air Service, itself. To have a body of enlisted pilots at the outbreak of war would be a source for commissioned personnel, far more reliable than a dependence on recruiting the commissioned grades of the Air Service from civil life in such emergency. Intelligent enlisted men in our Service have always been a source from which to draw commissioned strength in time of war. If these men are discharged, from time to time, they will take into civil life their interest in the Flying Corps and, to that extent, interest the people of their own communities in aviation. The art of command is

(Continued on page 367)

## How The Morrow Aircraft Board Report Was Received By The Army And Navy

SEC'Y DAVIS

LEJEUNE

MOFFETT

SEC'Y WILBUR

"I regard the report of the Morrow Committee as a distinct contribution to the problem of the air defense of the country and a fine constructive effort toward taking the whole question out of the realm of controversy and misunderstanding."

"I am very much pleased with the report. The board deserves great credit for its thorough, unselfish, and painstaking work. It is an excellent and fair presentation of the situation."

"I am in entire accord with the report of the President's Aircraft Board. It is the best solution of the aviation controversy and furnishes a practical plan and policy which should be accepted loyally by everyone in the military and naval services."

"I am very much pleased with the splendid work of the Air Board and the care with which the members conducted their deliberations. I feel that the report will be of very great assistance to us in the development of naval aviation."

# AS THE COUNTRY SEES OUR SERVICE PROBLEMS

## Editors of Country Demand Adoption of Morrow Aircraft Report

"The President's expert found that all is not well in aviation."—Chicago Tribune (Ind. Rep.)

"All is not well in aviation" is a sentiment generally expressed by editors of American newspapers. The report of the Morrow Aircraft Commission, however, is looked upon as the program to put things right in aviation.

What the country needs, said the Philadelphia Public Ledger (Republican), was "some pronouncement from the Air Board that will guide public opinion, the administration, and Congress."

That pronouncement has come. Dwight W. Morrow and his associates have mapped out an aviation program. The administration will be guided largely by it. Already President Coolidge has incorporated its principal features in his first message to the Sixty-ninth Congress. Public opinion, as expressed by the press, indicates a faith in the Morrow program as the sensible one for the Nation to adopt at the present time. Action now is up to Congress.

"Congress should not hesitate," says the Tacoma (Wash.) Ledger (Independent). It will have all the air information necessary for action, editors believe. Aside from the Morrow report, there is the report of the Lampert Congressional Aircraft Committee and the mass of evidence brought out in the court-martial of Colonel Mitchell.

As indicated in the ARMY AND NAVY JOURNAL last week, it would seem as though Congress could proceed at once with remedial legislation, in view of the immense amount of aviation information gathered by the various probing bodies.

The President has approved the Morrow report, says the Knoxville (Tenn.) News (Independent), "and the future of aviation in this country, therefore, is now distinctly up to Congress."

A fair, impartial and sound finding has been made, believes William Phillip Sims, air expert for the Scripps-Howard newspapers. "The Morrow Board does not arbitrarily state its conclusions," writes Sims. "It gives its reasons in each case and bases its reasons on the best available cumulative testimony."

The Morrow experts have developed a constructive program, in the opinion of the New York Herald-Tribune (Ind. Rep.). The commission "wants to build up, not to tear down," says the Tribune editorially.

The country will have reason to rejoice if the Morrow recommendations are acted upon, thinks the Providence (R. I.) Journal (Independent). The Journal is glad that Mr. Morrow and his associates did not recommend "the setting up of a new bureaucracy with all the possibilities for inter-service bickering that it would have."

There are editors who do not hold the faith in the Morrow report that is so generally expressed by the vast majority of the newspapers. The Asheville Times (Democratic) thinks that "if President Coolidge should lean more upon the report of the Air Board than upon that of the House committee, the air problem may remain up in the air for some time to come."

The Hearst newspapers do not regard the recommendations of the board as sufficient enough to solve the aviation problem. A cartoon prominently displayed in the principal Hearst newspapers following the publication of the Morrow report pictured Uncle Sam holding a big umbrella, the framework of which was only partly covered. The framework represents "Efficient and Adequate U. S. Air Defense." The partial covering represents the President's Air Commission report and recommendations. Uncle Sam is saying: "It nowhere covers the framework," while "Mr. Public," looking on, remarks: "That's not what I hoped for, expected, or will be satisfied with."

The trend of editorial opinion is in favor of Congressional adoption of the report. It can be termed, in fact, a demand that Congress carry out the recommendations made by a thoroughly impartial board of experts who reached a unanimous decision.

Various phases of the report are praised by editors, while Morrow and his associates "deserve the thanks of the Nation," according to the Cleveland Press (Independent).

The recommendation that three assistant secretaries be named in the Departments of War, Navy and Commerce to handle aviation alone meets with general approval. Speaking specifically of it, the Brooklyn Times (Republican), believes that "similarly interested, the three assistant secretaries will inevitably draw together in their work, and the progress toward concert of action and final union will be stimulated by the work they are doing."

The aviation secretaryship suggestion seems highly important in the development of civil aviation, says the New Haven Register (Independent). "Commercial aviation," believes the Register, "is destined to fill a place in this country of equal or of greater importance than the place occupied by military or naval aviation. The appointment of a special officer in the Department of Commerce to look after commercial aviation affairs would be fitting, not only because of the duties that should be performed by that department with regard to commercial aviation, but because it would tend to encourage the proper development of the business of commercial aviation."

But it seems that while the country may in a sense understand the value

of civil aviation, it is more concerned with aviation as it pertains to national defense.

Since the publication of the Morrow findings insistent demands have been made editorially that America build up at once its aviation forces. Editorial comment has been vigorous and the cartoonists have put their views into drawings.

Alley, the Memphis Commercial-Appeal (Democratic) cartoonist, shows Uncle Sam in a pensive mood looking upon the American eagle, labelled "American Air Force," and observing that the eagle's wings are clipped. Uncle Sam is saying: "Well, he does look puny!" A similar idea is expressed in the cartoon reproduced on this page.

Included in the scores of vigorous demands for Congressional action are such expressions as these:

"The United States should create an air force twice as great as that of any other nation in the world."—Baltimore News (Independent).

"The development of aircraft is necessary as a vital matter of national defense."—Chicago Journal of Commerce.

"Perhaps the airplane is not the all-powerful weapon that Colonel Mitchell pictures it to be, but the public will never be convinced that such is the case until the Air Service has been accorded the fullest and freest opportunity to prove its prowess."—Norfolk Virginian-Pilot (Democratic).

"We should have an aircraft building program that would put the United States in the very front rank."—Memphis Commercial Appeal (Democratic).

"Every report indicates that, on the whole, America is dropping behind the other great powers in air strength."—Detroit Free Press (Independent).

"The public is not so much interested in controversy as it is in the future of military and naval aviation."—Louisville Courier-Journal (Democratic).

The findings of the Morrow Board have caused some editors who applauded the economy program to state that economy should not be carried to the point where it endangers the national defense.

"The two aviation branches do not get the money they should receive," says the Syracuse Post-Standard (Republican). It adds that "the War and Navy Department heads consider other branches, with which they are more familiar, in preference to the aviation bureaus."

The Buffalo Evening Post (Ind. Rep.) insists that "it is high time the public knew the facts," if the budget for aviation has been "pared to the bone."

But caution in the aviation program is urged by the Houston (Tex.) Post-Dispatch (Ind. Dem.). It does not want to see a program adopted by Congress that will in any way create an international air race—not of a sporting nature. Don't "go back to 1914" warns the Post-Dispatch. It suggests "an aircraft limitation program that will substitute cooperation for competition, save millions to the taxpayers of the leading nations and discourage war spirit."

Another Southern newspaper, the Birmingham (Ala.) News (Ind. Dem.) opposes a large aircraft program, saying: "Anyone with a grain of sense knows that an inordinately big program will pile up further enormous burdens for armament and munitions."

Yet there is nothing that editors see in an examination of the Morrow report to show an "inordinately big program." To the most of them it seems the logical plan for immediate adoption.

"The situation the Morrow Board has done so much to clarify was an ugly one, a menace to the national defense," observes the Indianapolis Times (Independent). The Times says that in the country "one extreme faction tended to that ultra-conservatism observed in the aged dog comfortably dozing beside the kitchen range and deeply resentful even of being made to move over to a new rug. On the other hand were a feverish few, enthusiastic to the point of fanaticism, mistaking their own wild dreams for established facts and ready to condemn as near traitors those who disagreed. In these circumstances it is comforting to find the report of the board so liberally flavored with that rarest of human ingredients—horse-sense. It is genuinely progressive."

The board laid down "a constructive program" for the guidance of the proposed three assistant secretaries in charge of aviation, says the Toledo News-Bee (Independent).

Human limitations are expounded in the New York Sun's (Ind. Rep.) editorial resume of the aircraft report. "Those who expected the President's Aircraft Commission to solve once and forever all the problems of American aviation will be disappointed in the report," says the Sun. "The board has no panacea. It does not attempt to reconcile conflicts of thought such as those which exist in regard to Army aviation; in fact, it regards these conflicts as in many ways desirable, although it does ask that men of opposing opinions regard each other with less feeling and more intelligence."

### BIG ENOUGH FOR BIGGER WINGS



—Gale in the Los Angeles Times



# Aeronautics Committee Urges Bigger U.S. Air Program

Following is the report of the National Advisory Committee for Aeronautics, transmitted to Congress by President Coolidge with a letter commending the report and saying the committee's opinion is "the most authoritative that can be had."

## AERONAUTICAL RESEARCH

The National Advisory Committee for Aeronautics is charged by law with the supervision and direction of the scientific study of the problems of flight, with a view to their practical solution. The committee is authorized by law to direct and conduct research and experiment in aeronautics in such laboratories as may be placed under the direction of the committee.

The committee was created by Congress with the status of an independent Government establishment. It is a Service organization, ministering to the needs of the Army, Navy, and Air Mail Service, as well as to the needs of commercial aviation. By virtue of its status, it has been able to initiate and conduct fundamental scientific investigations while at the same time responding to numerous requests from the War and Navy Departments for special investigations in aeronautics.

The relation of aeronautical research to national defense is direct, and its relative importance is increasing. This is necessarily so, because every improvement in the performance of aircraft makes the probable role of aviation in warfare greater. As the relative importance of aviation increases, it becomes more and more desirable for America to achieve and maintain leadership. As leadership cannot be attained in all respects, it becomes of the greatest importance for America to lead in technical development. For ultimate leadership in time of emergency the United States must depend on the results of continuous research and development.

The National Advisory Committee for Aeronautics therefore believes it to be its duty to emphasize the importance of scientific research as the most fundamental activity of the Government in connection with the development of aeronautics. Closely associated with this is the problem of engineering development of aircraft to meet the special needs of the military and naval services.

While the committee is of the opinion that there should be no monopoly of engineering development, either by the Government or by the industry, it believes that it is desirable, in order to secure the best results, that the actual users of military and naval aircraft should be in close touch with competent aeronautical engineers. As a practical proposition, this can be done only if there are such engineers in the Army and Navy Air Services who are in such close touch with the operators that the latter are able to offer to them constructive criticisms in regard to engineering problems. This would enable the aeronautical engineers of the industry to thoroughly understand the problems presented to them and would prevent them from wasting their energies in attempting to develop military types of airplanes which would not meet the requirements of the services.

Without attempting to be specific, the committee is of the opinion that the military and naval services should maintain aeronautical engineering divisions which should be charged primarily with the formulation of specifications of military aircraft, their characteristics and performance; with the critical examination and testing of designs and of aircraft offered by the industry; and with such experimental and development work as can be carried on by them most effectively and most economically.

In its tenth annual report, for the year 1924, the National Advisory Committee for Aeronautics presented an outline of the organization and functions of the four governmental agencies directly concerned with the use or development of aeronautics—namely, the Army Air Service, the Naval Bureau of Aeronautics, the Air Mail Service, and the National Advisory Committee for Aeronautics.

During the past year there have been two major investigations of the aeronautical situation—the first by the Congressional Select Committee of Inquiry into Operations of the United States Air Service, created by Resolution No. 192 of the House of Representatives (68th Cong., 1st sess.), of which Representative Florian Lampert, of Wisconsin, is chairman; the second by the special board appointed by President Coolidge on Sept. 12, 1925, known as "The President's Aircraft Board," of which Mr. Dwight M. Morrow

is chairman. The investigations of the two bodies referred to have gone deeply into all phases of aeronautical activity and governmental organization in aeronautics, including the major problems of the relation of aircraft to national defense; the organization, morale, and sufficiency of air personnel; the maintenance of the aircraft industry; the regulation and encouragement of commercial aviation; the development of airways, etc.

It is to be hoped that the recommendations of these two investigating bodies will receive careful consideration and lead to a settlement of the controversies in aeronautics that have existed since the war. The continued unrest in aeronautical circles has served to focus attention primarily on organization and administrative matters, but has also indirectly brought about a broader recognition of the increasing relative importance of aircraft for purposes of war and of commerce.

In the judgment of the National Advisory Committee for Aeronautics, however, the people of the United States are not so much concerned with the form and administration of the Government's activities in aeronautics as they are with the question as to whether practical and efficient results are being secured. It is only fair to say that the best results have not been obtained and will not be obtained as long as the personnel are disturbed and their attention distracted from their real duties. It is most desirable, therefore, that measures to improve the situation be formulated and carried into effect without delay. This will enable all who have the best interests of aeronautics at heart to cooperate and settle down to work in harmony with that full measure of devotion to duty which is necessary to bring about the greatest practicable development of aeronautics in America, for both military and commercial purposes.

## PROGRESS IN AVIATION

The past year was notable as witnessing what may prove to be a real, substantial beginning of commercial aviation in America. The most encouraging factors were the initiative shown by private companies in establishing air lines and the relatively large number of responsible bidders for the carrying of air mail by contract with the Post Office Department. When it is realized that commercial aviation exists in European countries at this time only by virtue of the support of the various governments given through various plans of direct and indirect subsidies, it should be especially gratifying to all concerned with the advancement of aeronautics in this country to feel that the era of commercial aviation on a sound basis is about to dawn in America.

Although the National Advisory Committee for Aeronautics has long been of the opinion that commercial aviation must largely make its own way in America, it believes at the same time that the Government should aid commercial aviation in certain respects where Government aid is practicable and necessary. If, in recognition of this principle, commercial aviation can be successfully developed in America on a firm basis, its development will not be limited, whereas the development of European commercial aviation on a direct subsidy basis is necessarily limited by the nature and extent of the subsidies given. The committee believes that the American policy is sound and in the long run will be more effective in stimulating the substantial development of commercial aviation than will the European policy of direct subsidy.

In spite of this optimistic note, the facts of the situation that must be faced show a number and variety of problems requiring study and solution before commercial aviation can take its proper place in America. The most pressing needs requiring attention at this time are, first, legislation establishing the fundamental right of flight, creating a bureau of air navigation in the Department of Commerce for the regulation and licensing of aircraft, airports, and aviators, and for the establishment, maintenance, and lighting of adequate national airways, and providing for the necessary meteorological information; and, second, the improvement of airplane design and structure with a view primarily to making airplanes safer, more reliable, more controllable at low speeds incident to taking off and landing, and less expensive in initial cost, as well as in the cost of maintenance and operation. There should also be assistance from the other governmental agencies concerned, such as the Hydrographic Office, the Coast and Geodetic Survey, the Weather Bureau, the Lighthouse Service, and the Army and Navy Air Services.

## CHRISTMAS SUPPLEMENT NEXT WEEK

The ARMY AND NAVY JOURNAL announces a Christmas supplement for next week.

It will contain features designed especially for the children of Army and Navy personnel.

It will also contain the ARMY AND NAVY JOURNAL PRIZE CHRISTMAS SHORT STORY.

To accomplish the first purpose, legislation is necessary. This has been repeatedly recommended by the National Advisory Committee for Aeronautics and has been indorsed in principle by all agencies of the Government concerned. This question is discussed at length in the report of the Committee on Civil Aviation of the Department of Commerce and American Engineering Council. To accomplish the second purpose requires continuous prosecution of scientific research on the more fundamental problems of flight. This is the definite prescribed function of the National Advisory Committee for Aeronautics, and in the last analysis is necessarily the most fundamental activity in the whole field of aeronautics.

In the past the committee has devoted its attention primarily to the solution of problems arising from the development and use of military and naval types of airplanes and, to a lesser extent, airships. While the basic problems of aerodynamics and of design are the same for military and commercial airplanes, the service requirements as to performance, efficiency, and safety differ. Up to the present time airplanes used for commercial purposes in America have been largely adaptations of military types. This is best evidenced by the fact that the Air Mail Service is still using up war-time DH-4 airplanes with certain modifications.

The committee is of the opinion that with the advent of commercial aviation, a new series of problems peculiar to commercial aircraft will be presented. The committee has therefore decided to hold one or more meetings annually with the engineering representatives of aircraft manufacturing and operating industries, with a view to ascertaining definitely the problems deemed of most vital importance and to incorporating the same, as far as practicable, into the general research programs prepared by the committee.

## THE PROBLEM OF THE AIRCRAFT INDUSTRY

In its tenth annual report the committee outlined the relation of the aircraft industry to national defense, and emphasized the need of maintaining a satisfactory nucleus of an industry. This was defined as "a number of aircraft manufacturers distributed over the country, operating on a sound financial basis, and capable of rapid expansion to meet the Government's needs in an emergency." The committee presented certain definite suggestions of steps to be taken by the Government and by the industry to meet the situation that existed at that time. There has been substantial progress during the past year along the lines outlined by the committee, and it is believed that the condition of the industry and the relations of the Government to the industry have been much improved. The greatest single factor in bringing about this improved condition has been the increased volume of Government orders for aircraft, made possible by increased appropriations and contract authorizations for the purchase of aircraft. The present situation, on the whole, may be regarded as more satisfactory at this time, and as offering promise of further improvement.

## THE AIRSHIP PROBLEM

Airships are of three types: Rigid, semi-rigid, and nonrigid. The value of airships for military or commercial purposes has not as yet been conclusively demonstrated. It cannot be said, however, that they are without value, nor that they have no further possibilities than have already been demonstrated. The fact of the matter is that all types of airships are in the experimental stage of development. The recent regrettable loss of the rigid airship Shenandoah has been urged as a reason for the Government's abandoning airship development, or at least rigid airship development, on the theory that rigid airships never will be practicable.

The committee fully appreciates the seriousness of the airship situation and believes that despite all that has been done in many countries to develop airships, they are still rather delicate structures. The conclusions of the naval court of inquiry as to the causes for the destruction of the

Shenandoah have not yet been made public. Regardless, however, of the actual technical causes, the committee is of the opinion that it would be a serious error at this time to adopt a policy of merely marking time in the development of airships. In the judgment of the committee, the time has come to decide to do one of two things, viz, either to carry on with the development of airships or to stop altogether.

The development of rigid airships in America for military and naval purposes has, by joint agreement between the War and Navy Departments, been entrusted to the Navy. The question of continuing their development, however, is not altogether a war problem, for airships of all types have probable applications also for commercial purposes. The question, therefore, whether the Navy should continue with the development of rigid airships at this time should not be determined solely upon considerations of their probable naval usefulness. The Army is directly concerned and the commercial development of airships in America may be said to be also at stake. The problem is therefore a national one. Viewed as such, the Navy becomes, in a peculiar sense, the agent of the whole people in the development of rigid airships. In the last analysis, however, it is for the Congress to determine America's policy with regard to continuing the development of airships. As between the two alternatives of carrying on or stopping altogether, the National Advisory Committee for Aeronautics, after careful consideration of the matter, is of the opinion that the development of airships should be continued.

## SUMMARY

There has been continued gratifying progress in the technical development of aircraft. Performance and reliability have increased. The committee's program of research for the coming year promises to add substantially to the store of technical knowledge. There is nothing in sight at this time to indicate the probability of the discovery of a revolutionary principle contributing any great or sudden improvement in aircraft. While progress must be gradual, there is every reason to believe that there will be steady improvement in the performance, efficiency, reliability, and safety of aircraft.

Aviation has become more generally recognized as a weapon indispensable to war operations and as an instrument that gives promise of taking its place in the immediate future in the commercial life of the Nation.

During the past year alone there were  
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# Commander-in-Chief Outlines National Defense Plans

BY PRESIDENT CALVIN COOLIDGE  
In his address to the Sixty-ninth Congress

NEVER before in time of peace has our country maintained so large and effective a military force as it now has. The Army, Navy, Marine Corps, National Guard, and Organized Reserves represent a strength of about 558,400 men. These forces are well trained, well equipped, and high in morale.

A sound selective service act giving broad authority for the mobilization in time of peril of all the resources of the country, both persons and materials, is needed to perfect our defensive policy in accordance with our ideals of equality. The provision for more suitable housing to be paid for out of funds derived from the sale of excess lands, pending before the last Congress, ought to be brought forward and passed. Reasonable replacements ought to be made to maintain a sufficient ammunition reserve.

The Navy has the full treaty tonnage of capital ships. Work is going forward in modernizing the older ones, building aircraft carriers, additional fleet submarines, and fast scout cruisers, but we are carefully avoiding anything that might be construed as a competition in armament with other nations. The joint Army and Navy maneuvers at Hawaii, followed by the cruise of a full battle fleet to Australia and New Zealand, were successfully carried out. These demonstrations revealed a most satisfactory condition of the ships and the men engaged.

Last year, at my suggestion, the General Board of the Navy made an investigation and report on the relation of aircraft to warships. As a result, authorizations and appropriations were made for more scout cruisers and fleet submarines and for completing aircraft carriers and equipping them with necessary planes. Additional training in aviation was begun at the Military and Naval Academies. A method of coordination and cooperation of the Army and Navy and the principal aircraft builders is being perfected. At the suggestion of the Secretaries of War and Navy I appointed a special board to make a further study of the problem of aircraft.

The report of the air board ought to be reassuring to the country, gratifying to the Service and satisfactory to the Congress. It is thoroughly complete and represents the mature thought of the best talent in the country. No radical change in organization of the Service seems necessary. The Departments of War, Navy, and Commerce should each be provided with an additional Assistant Secretary, not necessarily with statutory duties but who would be available under the direction of the Secretary to give especial attention to air navigation. We must have an air strength worthy of America. Provision should be made for two additional brigadier generals for the Army Air Service. Temporary rank corresponding to their duties should be awarded to active flying officers in both Army and Navy.

Aviation is of great importance both for national defense and commercial development. We ought to proceed in its improvement by the necessary experiment and investigation. Our country is not behind in this art. It has made records for speed and for the excellence of its planes. It ought to go on maintaining its manufacturing plants capable of rapid production, giving national assistance to the laying out of airways, equipping itself with a moderate number of planes, and keeping an air force trained to the highest efficiency.

While I am a thorough believer in national defense and entirely committed to the policy of adequate preparation, I am just as thoroughly opposed to instigating or participating in a policy of competitive armaments. Nor does preparation mean a policy of militarizing. Our people and industries are solicitous for the cause of our country, and have great respect for the Army and Navy and for the uniform worn by the men who stand ready at all times for our protection to encounter the dangers and perils necessary to military service, but all of these activities are to be taken not in behalf of aggression but in behalf of peace. They are the instruments by which we undertake to do our part to promote good will and support stability among all peoples.

## ANNOUNCEMENT OF PRIZE WINNER

The winning story in the ARMY AND NAVY JOURNAL CHRISTMAS SHORT-STORY CONTEST will be announced and published next week.

The prize, a check for \$25, will be sent the winner by the ARMY AND NAVY JOURNAL in time for Christmas.

The announcement and story will be printed in the special CHRISTMAS SUPPLEMENT TO THE ARMY AND NAVY JOURNAL next week.

**HOUSE COMMITTEE ON AIRCRAFT ASKS \$100,000,000 FOR PLANES.**—The Special Aircraft Committee of the House of Representatives, in a report made public on Dec. 10, asks for \$100,000,000 for aerial defense, of which \$20,000,000 is to be used annually for the purchase of planes.

The committee also recommends the creation of a department of national defense, which would take the place of the present War and Navy Departments, but which, however, does not mean would necessarily give the Air Service an equal status with land and sea armaments. The present War and Navy Departments are accused of not giving aviation proper recognition. All members of the committee concurred in the recommendations except Mr. Frank H. Reid (Republican), of Illinois (counsel for Colonel Mitchell), who favors a unified air service, and who decided to file a supplementary brief to this effect.

The following are the main recommendations of the report:

A separate budget for all aviation activities.

A bureau of civil aeronautics in the Department of Commerce.

One procurement agency for all air activities.

Increased representation for the Air Services on the Army General Staff and the Navy General Board.

Government aid in the establishment of airways and air ports.

Survey of all airplanes now in use and destruction of those found unsafe.

Creation and maintenance of an adequate Air Service.

Increased promotion opportunities for air officers and pay commensurate with the hazards of their work.

The report also recommends that experimental and development work now done at the naval aircraft factory at Philadelphia and at McCook Field, Dayton, Ohio, be transferred as far as possible to the Bureau of Standards. It does not, however, ask for the closing of the factory or of the McCook Field work.

Legislation is recommended to provide a way for inventors in the aircraft industry to secure redress for infringed patents other than in the Court of Claims.

The new secretary of national defense would be empowered to take such steps as necessary to bring about complete coordination of the defense system.

Commercial aviation is held in the report to be of prime importance as an adjunct to national defense, and the proposed bureau of civil aeronautics would be directed to take any steps necessary for complete development of this service.

The \$20,000,000 to be spent annually for new equipment would be divided equally between the Army and Navy.

## BILLS IN THE CONGRESS

The following military and naval bills were pending in the House of Representatives from Dec. 3 to 10, inclusive:

H. R. 46.—To reconstitute the War Department as it originally existed by the restoration to it of all those defense functions now carried on by the Navy Department, to reorganize the War Department as thus reconstituted, to change the name of such department to the Department of Defense, and for other purposes.

H. R. 47.—Authorizing the use for permanent construction at military posts of the proceeds for the sales of surplus War Department real property, and authorizing the sale of certain

military reservations, and for other purposes. H. R. 49.—Making eligible for retirement under certain conditions officers of the United States Army, other than officers of the Regular Army, who incurred physical disability in line of duty while in the service of the United States during the war.

H. R. 68.—Extending the time for awarding medals of honor, distinguished service crosses, and distinguished service medals, and so forth.

H. R. 193.—To increase the morale of the naval service.

H. R. 287.—To provide for universal service as a part of the military forces of the United States, in event of national emergency, of citizens of the United States and the material resources of citizens, industrial organizations, and services over which Government control is necessary.

# Prosecution Offers Evidence to Refute Col. Mitchell

The proceedings in the court-martial of Col. William Mitchell, A.S., U.S.A., at Washington, D. C., for the past two weeks have been devoted to the testimony by witnesses for the prosecution, and their cross-examination by counsel for the defense.

A considerable portion of the testimony given by witnesses was in direct contradiction to assertions which have been made by Colonel Mitchell.

The witnesses were from the Army, Navy, Marine Corps, and Officers' Reserve Corps, and among these were Maj. Gens. Allen, Ely, Ireland, and Patrick, Brig. Gen. E. L. King, U.S.A.; Lt. Col. J. S. Baer, Rear Adm. W. A. Pratt, Capt. T. C. Hart, H. E. Yarnell and W. H. Standley, U.S.N.; Lt. Col. T. C. Turner, U.S.M.C.; Comdrs. John Rodgers, Kenneth Whiting, R. D. Weyerbacher, H. C. Richardson, H. H. Frost, Lt. Comdrs. F. W. Pennoyer and M. A. Mitschner, U.S.N., and Lt. Col. H. E. Bullis, O.R.C. The following are the more important details of the proceedings:

## NOV. 30 PROCEEDINGS

Comdr. H. C. Richardson, naval expert on airplane construction. Commander Richardson testified in opposition to Colonel Mitchell's charges that lives of flyers were being menaced by defective ships. He declared that he had never heard of a DH type Navy plane crashing because of a structural defect, and adhered to this statement under a withering cross-fire of questions from Mr. Reid. Commander Richardson also defended the use by the Navy of Loening amphibian planes for the MacMillan Arctic expedition and gave testimony designed to show that Navy planes were not allowed to deteriorate in storage.

Questioned regarding the PN-9 type of plane Amundsen used in his dash for the pole, and the Dornier-Wahl plane, Commander Richardson was unable to give a comparison of the two. Colonel Mitchell in his direct testimony declared that the latter plane was far superior to the American PN-9.

Commander Richardson stated that the PN-9 is not dangerous to use as a high speed racer more than once. In regard to the trans-Atlantic flight of 1919, he said that the guard ships during the flight were placed 50 miles apart,

and that two planes were lost despite this short distance between stations.

Cross-examined by Mr. Reed, Commander Richardson stated that the plane which he piloted, the NC-3, was forced down in the Atlantic, 40 miles southwest of Horta, Azores, and was under water 55 hours while trying to make port under its own power, which he finally succeeded in doing. He said his flight was a failure, but the NC-4 made a success by going through to the end.

Mr. Reed asked him if a racer was as good the second year as in the first, and Commander Richardson replied: "It is ridiculous to think that it could be worn out after only 15 or 20 hours in the air." The witness agreed with Mr. Reed, however, that planes put into high diving were subjected to a great strain.

Lt. Byron Connell, U.S.N., pilot of the naval Hawaiian flight plane PN-9 No. 1, under cross-examination by Mr. Reed, declared it never was the intention of Commander Rodgers to make a direct non-stop flight to Honolulu, but to make a landing on the island of Maui, refuel, and then proceed to Pearl Harbor. If this could be done, the crew was prepared to refuel at one of the station ships which the

witness explained were not too far apart, in his opinion.

## PROCEEDINGS OF DEC. 1

Capt. H. E. Yarnell, U.S.N., commander of the Black Forces during the Hawaiian maneuvers, testified that there was satisfactory and successful cooperation between the Army and Navy Air Defense Forces during the maneuvers, and as far as the law permitted there was unity in command.

Lt. Comdr. Richard E. Byrd, U.S.N., told about the flights of the Loening amphibian planes with the MacMillan polar expedition. He denied that these planes were unsuited for the work and characterized them as the best in the world of their kind.

Lt. Col. T. C. Turner, U.S.M.C., defended the rebuilt DH planes in use in the Marine Corps. He said they were excellent ships. To the direct question whether he considered a DH a "flaming coffin," Colonel Turner said he did not.

## PROCEEDINGS OF DEC. 2

Comdr. C. E. Rosendahl, U.S.N., ranking surviving officer of the Shenandoah crash, an expert on mooring masts was called to discredit the Mitchell allegations that use of the mooring mast is not an efficient way of handling rigid airships. While he directly contradicted this as an abstract proposal, he also said: "There is no real place of safety for an airship except in the hangar."

## PROCEEDINGS OF DEC. 4

Rear Adm. William A. Pratt, U.S.N., commandant of the Naval War College, took direct issue with the characterization made by Rear Adm. W. S. Sims, U.S.N., of officers holding the high commands who were not War College graduates as being "ignorant, uneducated and unfit."

To the query whether this was the fact, Admiral Pratt said:

"Not necessarily so."

Admiral Pratt extolled Admirals Coonts, Eberle and John S. Robinson, who were assailed by Admiral Sims as men "whose veracity, character, integrity and general knowledge is beyond reproach."

## PROCEEDINGS OF DEC. 7

Comdr. John Rodgers, U.S.N., took direct issue with Col. William Mitchell during the Dec. 7 session. He revealed what he explained was the real reason for the San Francisco to Honolulu flight of the PN-9, No. 1, which he commanded.

"This flight," said Commander Rodgers, "was primarily to test the practicability of sending planes from the west coast to the Hawaiian Islands with a view to transporting them that way in time of war. The secondary reason, and an important one, was so that a long flight of 24 hours, completing 'what we call a day's work in navigation,' could be had. The course between San Francisco and the islands provided the vehicle which would demonstrate our ability to navigate."

This was a direct refutation of the allegation by Colonel Mitchell that this flight, like that of the Shenandoah, was made entirely for propaganda purposes.

Comdr. John Stapler, U.S.N., in charge of the Press Relations Section of the Navy Department, was examined by Mr. Reid on various press releases sent out by him regarding the unified air service. Commander Stapler assumed complete responsibility for these releases, and insisted that everything done by him was justified on the ground that it was to keep the country informed of the controversy. When asked by Mr. Reid as to whether the Navy knows more about the national defense of the

(Continued on page 365)



Army and Navy  
U.S.M.C.—N.G.

## SERVICE NEWS AND GOSSIP

Coast Guard  
Reserve Forces

### PROSPECTIVE PROMOTIONS DUE TO FINDINGS OF MORROW BOARD.

—Although officers at the War and Navy Departments have not yet had sufficient time for the careful digest of the report of the Morrow Board, speculative comments are nevertheless being heard in Army circles as to what effect it will have upon the promotion of Air Service officers in the event that it is enacted or partially enacted into law. Practically no expressions of opinion on the Air Board's report were offered in the Navy Department, this lack of verbosity on the part of Navy officers being due, perhaps, to the fact that the report has been referred to the General Board of the Navy for study.

In the way of promotion more interest was being evinced in the board's recommendation providing for two additional brigadier generals in the Army's air forces, both of which upon the recommendation of the Chief of Air Service would be detailed for the customary four years, one to be in charge of the procurement phase of the Air Service, while the other would direct the activities of the air training schools. Naturally, the chief topic of conversation, even though the board's report is only a recommendation, was centered upon the two prospective selections of brigadier general. Insistent demands will be made by the Air Service, it is pointed out, that the two appointments to the brigadier general grade shall be Air Service officers, and not officers from any of the War Department branches. Only Air Service officers should be placed in the high aviation commands, the airmen point out, clinching their argument with the statement that appointing an Air Service officer as chief of any of the War Department branches is unthinkable.

As the argument waxed warm, those engaged in the speculation finally arrived at the point where actual names were mentioned. It was natural that the colonels in the Air Service, of which there are three, were mentioned. They are Chalmers G. Hall, William Mitchell, and Theodore A. Baldwin, Jr. Going further down on the Air Service list of eligibles which might be considered for the two new posts, in the event of their creation by law, the names of Lt. Col. Frank P. Lahm, A.S., who has made an enviable record in the Air Service, and Maj. Henry C. Pratt, who is also an accomplished airman, were mentioned. Considerable discussion took place over the probable appointment of Major Pratt, it being pointed out that it would be an extraordinary procedure for him to be appointed over the 13 lieutenant colonels and two majors above him on the promotion list.

The feeling is shared by the majority of officers that there will certainly be four air officers who will constantly be on duty with the General Staff. These officers will presumably not be graduates of the Army War College, it is said.

From another speculative quarter, the belief was held that should certain features of the board's report be enacted into law, there will be about 14 promotions among the Air Service officers of field grade. These promotions, it was ventured, will probably affect the junior majors and the high ranking captains.

Air Service officers did not evince much enthusiasm over the board's findings, although they declared that they had not had sufficient time to read the report carefully.

### USELESS PAPER WORK IMPOSED ON ARMY.—

Since the end of the World War there have been constant complaints of the great amount of paper and administrative work that has to be performed in the Army, under War Department instructions. The ARMY AND NAVY JOURNAL has been informed that without exception these complaints were and are justified. A well known officer who voices the opinion of many others in a letter to the ARMY AND NAVY JOURNAL says:

"Recently there appeared in your columns an item that a Corps Area Commander was taking desperate measures (the term is justified) to stem the flood and had issued a general order on the subject. This order should be published in full in large type in your journal. The Militia Bureau has ordered a new system to be put in effect, Jan. 1, 1926, for keeping records of armory drill attendance and pay roll data. The reason given for the change was that it would be a great time saver and would reduce paper work. This proposed system is nothing but a rehash of the system that was used in the Guard in 1919 and 1920, and which proved a flat failure.

"The work involved in making up a pay roll from the then Form 100 was tremendous. It is true that the Guard was then paid once each six months. To make up the new Form 100 every month is the equivalent of making up a payroll. Instead of having four army drill payrolls to make up in a calendar year, as we do at the present time, the number will be increased to 16, not taking into consideration the so-called scratch copies. Let this statement be remembered, it cannot be talked or explained away. The year 1926 will amply prove it when the new system goes into effect. There are other disadvantages too numerous to mention here, but that become apparent after one reads the instructions and requirements on the back of the form. To scrap the present system which is simple, comprehensive, and the most logical that was ever devised for keeping a record of drill attendance and payroll data for one that was found wanting and had to be discarded a few years back is, to put it mildly, most disheartening. It may be that the higher ups (Corps Area Commanders, State Adjutant Generals) approved the change unanimously. If that is so, then it is apparent that the matter was not given the attention it deserved and that it was approved as a matter of routine.

"The one most affected by the proposed change, will be the company, troop, battery, etc., commander. It is about all he can do at the present time from being completely swamped so far as paper and administrative work is concerned. Was he consulted about this change? Paper work and its increases comes from the higher ups down—never the reverse. Not enough consideration is shown in these matters to the real backbone of the Guard, the man who keeps it going—the unit commander. It is not to be wondered at that there is such a large turn-over every year in the officer personnel when things like the above happen. This letter is not written in the spirit of a growl but rather to help and to keep that which is good and to discard that which is not good. The following is recommended:

"That the proposed system be tried out for one full calendar year in one Corps Area before its provisions are extended to the Guard as a whole."

### LAPEL COLLAR COATS APPROVED FOR ENTIRE ARMY OF THE UNITED STATES.—

The question of the adoption of the lapel collar for Army coats and overcoats for officers and enlisted men of the Regular Establishment was settled on Dec. 5, when the Secretary of War granted his approval to the new type of uniform. Ever since the Secretary of War definitely approved the lapel collar uniform for officers of the Air Service on July 27, 1925, the War Department has had under consideration the adoption of this style of collar for the other branches of the Service, and the National Guard and the Reserves.

Until the new specifications are approved and published, however, officers of the Army are advised that they make no changes in their coats until that time. While it is possible the specifications may resemble those approved for officers of the Air Service, it is by no means certain, and any officers who take a chance in ordering changes now may be out a considerable sum if they were not made according to regulations. This happened in quite a number of cases some time ago to officers of the Air Service who made changes before the actual specifications were published. They had to make additional changes later to conform to the regulations. It may be several weeks or more before the specifications are approved.

The regulations for the procurement of the new coat, it is pointed out in the War Department, will be so worded that the change will be gradual, permitting officers to wear out the present type of uniform prior to the purchase of the new roll collar uniform. It is believed that the present overcoat can be altered to meet the new regulations with little additional expense to individuals.

With respect to the enlisted men, the change to the lapel collar will involve no additional expense to the Government. In compliance with the regulations, each soldier is now issued one so-called special measurement uniform for which he pays from his clothing allowance. In approving the lapel collar coat and overcoat for members of the Regular Establishment, the Secretary announced that the present stocks of uniforms will not be altered and that these uniforms will continue to be issued until the present War Department stocks are exhausted.

### MAJOR GENERAL COE, U.S.A., RETIRES—COL. A. HERO TO BE CHIEF OF COAST ARTILLERY.—

The application of Maj. Gen. Frank W. Coe, Chief of Coast Artillery, U.S.A., to retire next March after more than 37 years of service, and to take effect on the completion of three months and 14 days' leave, which commenced on December 6, came as a great surprise, as he was not due to retire on account of the age limit until Nov. 27, 1934. His request for retirement has been approved by the Secretary of War, and Col. Andrew Hero, Jr., Coast Artillery, has been recommended for appointment as Chief of Coast Artillery, with the rank of major general, for four years, to take effect in March next, when General Coe retires.

In the meantime, Colonel Hero, who is the third senior colonel in the Coast Artillery, has been ordered from duty at Ft. McPherson, Ga., to the office of the Chief of Coast Artillery in Washington, where he will act as Chief of Coast Artillery until his formal appointment.

The decision of General Coe to request retirement at this time is due to the fact that he had received an offer of the position of manager of the Washington office of Brooks, Stokes & Company, bond and investment house of Philadelphia.

General Coe leaves the active list after a distinguished record of service. He was born in Kansas Nov. 27, 1870, and was graduated from the U.S.M.A. in the class of 1892, where he was assigned to the artillery. The outstanding feature of General Coe's service was his reorganization of the Coast Artillery during the World War, thereby enabling it to meet the great demand for over-sea artillery. He was awarded the D.S.M. for this service. General Coe also served as chief of staff of the 1st Division, A.E.F., for some two months, and was later in command of the 1st Separate Brigade of Coast Artillery and Railway Artillery, A.E.F.

Colonel Hero was born at New Orleans, La., on Dec. 13, 1868, and graduated from the U.S.M.A. on June 12, 1891. Colonel Hero has spent his entire professional life in the Coast Artillery. He has seen service in Cuba, the Philippines, Hawaii, Texas border, and other places, and was Assistant Chief of Coast Artillery, 1909-1911. During the World War he commanded the 154th Field Artillery Brigade, A.E.F., from Sept., 1917, until May 26, 1919.

### "OLD WHISKERS" RETIRED.—

When present-day Cavalry colonels were dashing young lieutenants in yellow capes and black boots, some 29 years ago, "Whiskers," a fresh young horse from the hills of Montana, entered the service of Uncle Sam at Ft. Sam Houston, Tex. He made a success of soldiering, and in 1898 was sent to Porto Rico with the 5th Cavalry. After the Spanish-American War, "Whiskers" returned to the states.

"Whiskers" was retired from active service Nov. 14, 1925, by special order of Col. W. E. Cole, U.S.A., post commander, for long and honorable service. If Comptroller McCarl does not interfere, he will spend the rest of his days in spacious quarters 'neath tropic skies, reminiscing contentedly of battle fields and sabre charges and the glory of being a U.S. Cavalry horse.

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# U. S. ARMY AND COMPONENTS

## Davis Reviews 6th Infantry



Secretary of War Dwight F. Davis, at Jefferson Barracks, Mo., Nov. 23, 1925, where he reviewed the 6th Infantry, Battery C, 14th F.A., and the Tank Corps. He also made a tour of the reservation and visited the U.S. Veterans' Hospital.

**NEW AIRPORT AT UNIONTOWN, PA.**—Uniontown, Pa., has made an important move in the direction of the future development of the airplane by establishing an airport, which was dedicated recently at Burgess Field. The War Department sent several high officials to be present at the dedication, among whom were Brig. Gen. James E. Fechet, U.S.A.; Lt. Col. H. E. Bullis, O.R.C., a member of the War Department General Staff, and Lt. Donald G. Duke, U.S.A., who is in charge of the model airways department of the Federal Air Service.

## SECRETARY OF WAR REPORT

Outstanding features of the report of Dwight F. Davis, Secretary of War, for the past fiscal year, include:

1—That the civilian components of the army received \$50,661,739 of the \$256,515,279 appropriation for the War Department for the fiscal year 1925.

2—That the sums expended for support of the regular army actually were much below the amount that a first reading of the appropriation bill would indicate, since approximately 13 percent of all funds were for training of civilian units.

3—That the total amount appropriated to the War Department for the fiscal year 1926 was \$262,134,050 and of this sum \$42,022,337 went for the work of the organized reserves.

4—That "the carrying out of the provisions of the National Defense Act of 1920 in full will, it is confidently believed, insure the safety of this nation against aggression."

5—That "the Air Service is of insufficient size to carry out its mission under the National Defense Act and the same is true of many other branches of the service."

6—That "it is desirable that the total number of candidates to be trained in the civilian camps be raised to 50,000 by the end of 1930."

7—That "any failure to keep progress with the developments which the air forces of the world are undergoing is detrimental not only to the Air Service itself but to the entire Army."

8—That a housing program is vital for the health, safety and morale of American fighting forces.

9—That "the very existence of the Organized Reserves depends upon the expansion of the Reserve Officers' Training Corps to a point where it can be expected to fill the vacancies in the ranks of the Officers' Reserve Corps as the World War veterans, now comprising the greater proportion of the commissioned reserve personnel, are superannuated."

10—That "the National Guard, if it is to carry out the mission imposed upon it by the National Defense Act, must be permitted to expand in strength to that point where its peace-time organizations will be of sufficient size to permit them to assume the heavy loads which the formation of their war-time armies will demand that they shoulder."

11—"A law, in broad language, should grant to the President the essential authority to control industry and stabilize prices. Bill H. R. 13201, 67th Congress, 4th Session, proposes that control be exercised over man power and industry. The principles embodied in this bill should be enacted into a law effective in the event of a major war."

## MILITIA BUREAU INSIGNIA

A great many inquiries having been made regarding the insignia of the Militia Bureau, it is thought that a description of same and its significance will be of general interest.

Army Regulation 600-35, paragraph 13, b. (2), (5), provides that the insignia shall be:

"Two crossed fasces as the same material as the eagle, superimposed on an eagle, one (1) inch in height.

The significance of the insignia is as follows:

Fasces were carried in Roman ceremonies by the lictors who were civil officers; the fasces themselves, being a bundle of rods tied together, represented strength in union. The symbolism in this case is the citizen soldiery of the several states, united in a Federal organization represented by the American eagle.

## TO SELL RESERVATIONS

Five military reservations on the south Atlantic coast, it was announced by the office of the Quartermaster General this week, are to be sold at public auction, the bids of which are to be opened in his office on Jan. 5, 1926.

The tracts are: Ft. Fremont, Hilton Head, and Bay Point, S. C.; Beacon Island, N. C., and Point Peter, Ga. The reason that these reservations are being placed on the market, it was explained in the War Department, is due to the fact that they are no longer needed for military purposes and are no longer garrisoned. The land has been advertised by the War Department as suitable for country estates, hunting and fishing clubs, and deep water terminal sites.

## GENERAL OFFICER CHANGES

Brig. Gen. Joseph C. Castner, U.S.A., now in command of the 1st Cavalry Division, with headquarters at Ft. Bliss, Tex., has been assigned to command of the U.S. Army Forces in China, relieving Maj. Gen. William D. Connor. General Castner will proceed from Ft. Bliss at such time as will enable him to proceed to San Francisco and sail from there April 3 next for China. Upon arrival at Chinwangtao, he will proceed to Tientsin and assume command.

## PROMOTIONS IN Q.M.C.

Twenty-five enlisted men of the Quartermaster Corps have recently been promoted to the three highest non-commissioned grades of the Quartermaster Corps. The list of promotions announced by the War Department this week, include Master Sergeant (Motors), Master Sergeant (Supply), Technical Sergeant (Supply), Technical Sergeant (Motors), Staff Sergeant (Supply), Staff Sergeant Cook (Instructor), and Technical Sergeant (B & C). The promotions are as follows:

To Master Sergeant, Motors.—Tech. Sgt. Harry E. Bryant, Tech. Sgt. Anthony Julius, Pvt. Edw. L. Connelly. Tech. Sgt. Johnny N. Shanks is now No. 1 on the promotion list.

To Master Sergeant, Supply.—Tech. Sgt. Charles J. Falkenthal, Tech. Sgt. Clarence Ulery. Tech. Sgt. John P. Germaux is now No. 1 on the promotion list.

To Technical Sergeant, Supply.—Staff Sgt. Joseph Kolar, Sgt. Elmer T. Thompson, Staff Sgt. Lemuel K. Gushard, Sgt. Arthur W. Ginsberg, Staff Sgt. Edward Nelson, Staff Sgt. Emil Stanley is now No. 1 on the promotion list.

To Technical Sergeant, Motors.—Staff Sgt. John W. Adams, Sgt. Lawrence Annen, Pvt. Ic. Roswell A. Jorgenson, Staff Sgt. William J. Villepigue. Sgt. Oliver R. Walker is now No. 1 on the promotion list.

To Staff Sergeant, Supply.—Pvt. Ic. Cecil K. Curtis, Pvt. Willard C. Watson, Sgt. Charles F. Mangang, Sgt. Walter M. Busker, Pvt. Ic. Barnett E. Bey, Pvt. Ic. Aaron Ware, Sgt. James B. Judge, Pvt. Ic. Arthur E. Stevens, Sgt. William C. Hancock. Sgt. Charles J. Capen is now No. 1 on the promotion list.

To Staff Sergeant Cook, Instructor.—Sgt. Max Weiss. Sgt. Truman I. Clevenger is now No. 1 on the promotion list.

To Technical Sergeant, B & C.—Staff Sgt. Geo. M. Newsome. Staff Sgt. Wm. Math is now No. 1 on the promotion list.

## MAJ. REDINGTON WINS

The 1925 annual golf championship of the Quartermaster Corps Athletic Association, open to the commissioned personnel of this branch of the Service stationed in Washington, was won this week by Maj. L. W. Redington. Lt. Col. K. J. Hampton, Q.M.C., was defeated by Major Redington in the finals by the score of 2 up.

This annual golf tournament has been an established institution in Quartermaster Corps annuals in the District of Columbia since 1921, Major Redington winning the inaugural tournament in that year. In 1922, the tournament was won by Lt. Col. A. B. Warfield; 1923, Lt. Col. L. E. Hanson was returned the victor, while last year the tournament was won by Mr. W. F. Turton.

## INSCRIPTION SELECTED

Final decision has been made by the American Battle Monuments Commission, of which General Pershing is chairman, of the inscription which will be carved on the white stone crosses that are to mark the graves of the American unknown, heroic dead, who lie in American military cemeteries overseas. The inscription, which has been approved by Secretary Davis, reads as follows:

"HERE RESTS IN HONORED GLORY  
AN AMERICAN SOLDIER  
KNOWN BUT TO GOD"

## NON-COM PROMOTIONS

Tech. Sgt. Francis Oswald, A.S., U.S.A., was appointed a master sergeant Dec. 1, 1925, vice Mstr. Sgt. Etna P. Rudisill, retired, Nov. 5, 1925. Staff Sgt. Harvey T. Mosher appointed a technical sergeant, A.S., Dec. 1, 1925, vice Tech. Sgt. Francis Oswald, promoted. Sgt. Oswald is on duty at Wheeler Field, H. T., while Sgt. Mosher is on duty at Luke Field, H. T. (Further Army News on page 362)

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Maj. Gen. John L. Hines  
Deputy Chief  
Maj. Gen. Dennis E. Nolan

## INSPECTOR GENERAL'S DEPARTMENT

MAJ. GEN. E. A. HELMICK, I. G.

Col. H. R. Hickok, to treatment Army and Navy Hospital, Hot Springs, Ark. (Dec. 7.)

## ADJUTANT GENERAL'S DEPARTMENT

MAJ. GEN. ROBERT C. DAVIS, A. G.

Maj. H. B. Lewis, to San Francisco and sail Apr. 3 to duty Tientsin, China. (Dec. 8.)  
Maj. W. C. Gullion, to duty in Adj. General's Office, Washington, D. C., on completing foreign service in China. (Dec. 8.)

## QUARTERMASTER CORPS

MAJ. GEN. W. H. HART, Q.M.C.

Capt. W. McK. Scott, to duty, asst. to Q.M., Ft. Benning, Ga. (Dec. 4.)  
Lt. Col. W. H. Neill, from treatment to station, remount purchasing and breeding hdqrs., Colorado Springs, Colo. (Dec. 4.)  
1st Lt. C. F. Gee, to duty, asst. to Q.M., Ft. Sam Houston, Tex. (Dec. 5.)  
Capt. J. L. Albright, to duty, 416th Service Bn., Detroit. (Dec. 7.)  
Capt. F. L. Black, to duty as student at Babson Institute, Babson Park, Mass. Jan. 4. (Dec. 8.)

## MEDICAL DEPARTMENT

MAJ. GEN. M. W. IRELAND, S.G.

### Medical Corps

Maj. F. C. Griffiths, to duty, Camp Normoyle, Tex. (Dec. 4.)  
Maj. E. C. Jones, to duty, New York City, Feb. 1, in 2d Corps Area laboratory. (Dec. 5.)  
Maj. S. S. Creighton, to duty in office of Surgeon Gen., Washington, D. C., Feb. 1. (Dec. 5.)  
Capt. P. M. Patterson, to Army retiring board, Wash., D. C., for examination. (Dec. 8.)  
Maj. O. A. Newhouse, detailed instr. (M.C.) Tex. N.G., San Antonio, for duty. (Dec. 8.)

## CORPS OF ENGINEERS

MAJ. GEN. HARRY TAYLOR, C. of E.

Capt. S. L. Scott, to duty in office Chief of Engrs., Washington, D. C., Jan. 15. (Dec. 7.)  
Maj. A. L. Gansahl, to duty, Charleston, S. C., on relief from Army and Navy Hospital, Ark. (Dec. 7.)

## ORDNANCE DEPARTMENT

MAJ. GEN. C. C. WILLIAMS, C. OF O.

Capt. C. H. Keck, to duty with Org. Res., 2d Corps Area, 904th O. C., Hdqrs. and 630th Ord. Co. (Ammunition), New York City. (Dec. 7.)  
1st Lt. J. B. Bellinger, Jr., to duty recruiting publicity bureau, Governors Island, N. Y., Dec. 18. (Dec. 7.)

## SIGNAL CORPS

MAJ. GEN. CHARLES McK. SALTZMAN, C.S.O.

Capt. E. Williamson, to duty Ft. Monmouth, N. J. (Dec. 4.)  
Capt. E. F. French, to duty in connection with S. C. activities, 8th Corps Area. (Dec. 4.)

## CHEMICAL WARFARE SERVICE

MAJ. GEN. AMOS A. FRIES, C. OF C.W.S.

1st Lt. P. R. Smith, to duty Edgewood Arsenal, Md. (Dec. 4.)  
1st Lt. H. R. Lebkicher, to New York and sail May 13 to duty Canal Zone. (Dec. 7.)  
1st Lt. H. M. Black, to duty Edgewood Arsenal, Md., on completing foreign service in Panama. (Dec. 7.)

## CHAPLAINS

COL. JOHN T. AXTON, C. OF C.

### Dental Corps

Chaplain S. J. Miller, U.S.A., to duty Ft. Ben Harrison, Ind., on completing foreign service in Panama. (Dec. 7.)  
Chaplain H. J. Ballentine, U.S.A., to New York and sail May 13 to duty Canal Zone. (Dec. 7.)

## CAVALRY

MAJ. GEN. MALIN CRAIG, C. OF CAV.

Lt. Col. W. A. Austin, detailed in Insp. General's Dept., and to Omaha, Neb., Jan. 15, for duty as acting inspector until Mar. 25, then to duty with Insp. General's Dept., 7th Corps Area. (Dec. 4.)

## FIELD ARTILLERY

MAJ. GEN. W. J. SNOW, C. OF F.A.

Capt. L. M. Skerry detailed at Alabama

Polytechnic Institute, Auburn, on completing foreign service in Philippines. (Dec. 5.)

1st Lt. H. M. Jones, detailed at Iowa State College of Agriculture and Mechanic Arts, Ames, on completing foreign service in Panama. (Dec. 5.)

1st Lt. J. C. Grable, to sail from Manila, P. I., Dec. 21, to Philippines, to treatment Letterman Hospital, California, thence to duty 1st F.A., Ft. Sill, Okla. (Dec. 5.)

Capt. O. F. Porter, from treatment Army and Navy Hospital to proper station, Ft. D. A. Russell, Wyo. (Dec. 7.)

Maj. E. T. Spencer, to duty with Org. Res., 7th Corps Area, 406th Art., 17th Corps, St. Louis, Mo. (Dec. 7.)

Second Lt. W. N. Gillmore on expiration of leave to temporary duty, Ft. Myer, Va., thence to New York and sail Jan. 6 to San Francisco. (Dec. 8.)

## COAST ARTILLERY

MAJ. GEN. F. W. COE, C. OF C. A.

Col. A. Hero, Jr., to duty in office of Chief of Coast Artillery, Washington, D. C. (Dec. 4.)

## INFANTRY

MAJ. GEN. ROBERT H. ALLEN, C. OF INF.

1st Lt. M. E. Knowles, to duty 2d Div. at Ft. Sam Houston, Tex., on completing foreign service. (Dec. 4.)

1st Lt. R. B. Kindley, to 10th Inf., Ft. Thomas, Ky., on completing foreign service in Philippines. (Dec. 4.)

1st Lt. H. G. Sydenham, to San Francisco and sail Jan. 27 to duty Philippines. (Dec. 7.)

Col. W. Uline, to duty with Org. Res., 7th Corps Area, 17th Corps, Kansas City, Mo., on completing foreign service in Philippines. (Dec. 8.)

## AIR SERVICE

MAJ. GEN. M. M. PATRICK, C. OF A. S.

2d Lt. E. C. Lynch, to Scott Field, Ill., for course in lighter-than-air training at A. S. Balloon and Airship School. (Dec. 5.)

2d Lt. J. O. Murtaugh, attached for duty with 2d Div. (Dec. 7.)

2d Lt. J. M. Callicutt (F.A.), attached for duty with 2d Div. (Dec. 7.)

## LEAVES

One month, 15 days, to 1st Lt. H. A. Mosher, P.S., Dec. 4. (Dec. 4.)

Three months, 14 days, to Maj. Gen. F. W. Coe, Chief of Coast Artillery, Dec. 5. (Dec. 4.)

Two months sick leave to A.F.C. Francis J. Cullen, Walter Reed Hospital, Wash., D. C. (Dec. 5.)

One month, 10 days, to 2nd Lt. R. W. Douglass, Jr., A.S., Dec. 8. (Dec. 7.)

## PROMOTIONS

The promotion of following announced:  
Cavalry.—Second Lt. J. M. Rudolph, to 1st Lt., Nov. 8.

Infantry.—Second Lt. P. C. Kelly, to 1st Lt., Nov. 7; 2nd Lt. C. M. McQuarrie, to 1st Lt., Nov. 13; 2nd Lt. W. L. Mitchell, to 1st Lt., Nov. 19; 2nd Lt. M. C. Shattuck, to 1st Lt., Nov. 24.

Veterinary Corps.—First Lt. N. M. Neate, to Capt., Nov. 24.

## RESIGNATIONS

Resignations of following accepted: 2nd Lt. E. Gaskins, Inf., Jan. 1 (Dec. 4); Capt. O. A. Tandrop, M.A.C., Jan. 7 (Dec. 4); 1st Lt. G. E. Hodge, A.S., Dec. 17 (Dec. 5); 2nd Lt. J. J. Binns, F.A., Jan. 15 (Dec. 5); Chaplain E. W. Weber, U.S.A., Dec. 18 (Dec. 7.).

## TRANSFERS

Col. C. R. Day, Cav., to F.A., Dec. 1. (Dec. 7.)

Second Lt. D. H. Bratton, A.S., to Cav., Dec. 3, and to duty with organization of Cav., 1st Cav. Div., Fort Bliss, Tex. (Dec. 8.)

Second Lt. A. W. Farwick, A.S., to Cav., Dec. 3, and to 1st Cav. Div., Ft. Bliss, Tex., to duty with organization of Cav.

## RETIREMENT OF ENLISTED MEN

Mstr. Sgt. L. M. Harned, M.D., at Erie ordnance reserve depot, Erie Proving Ground, Lacarne, Ohio. (Dec. 4.)

First Sgt. G. D. Bartholomew, 22nd Inf., at Ft. McPherson, Ga. (Dec. 5.)

Mstr. Sgt. T. J. Flanagan, 14th F.A., at Ft. Sheridan, Ill. (Dec. 5.)

Staff. Sgt. J. Maher, D.E.M.L., at U.S.M.A., West Point, N. Y. (Dec. 7.)  
Sgt. C. McKnight, D.E.M.L., at U.S.M.A., West Point, N. Y. (Dec. 7.)

## ORDERS TO RETIRED OFFICERS

Maj. L. J. Williams, U.S.A., Ret., to active duty and detailed at Cleveland Public High Schools, Ohio. (Dec. 8.)

## WARRANT OFFICERS

Wrnt. Offr. C. W. Smith having been absent without leave since Sept. 2 is dropped from the rolls of the Army. (Dec. 7.)

Wrnt. Offr. R. Horner, assigned to Philippine Q.M. Depot, Manila, P. I., to sail Jan. 27 from San Francisco for duty as assigned. (Dec. 7.)

## D. E. M. L.

Sgt. F. J. Dwyer, to D.E.M.L., and to duty with Pa. N.G., as sgt-instr. of Inf., New Brighton, Pa., for duty. (Dec. 7.)

Sgt. G. Raulston, to D.E.M.L., and to duty with Mo. N.G., as sgt-instr. C.A., Neosho, Mo. (Dec. 8.)

## ORGANIZED RESERVES

Capt. A. Lee, Q.M.C., to active duty Dec. 9, at Dayton, Ohio, for training. (Dec. 4.)

First Lt. R. H. M. Pearson, C.E., to active duty Jan. 3, at Washington for training with Asst. Secretary of War, in connection with procurement activities. (Dec. 5.)

Maj. A. C. Harris, O.D., to active duty Dec. 7, to Chief, Cincinnati district ordnance office for training. (Dec. 5.)

Brig. Gen. S. H. Wolfe, F.D., to active duty Jan. 5 at Washington for training with Chief of Finance. (Dec. 7.)

Second Lt. J. R. Wheelock, Q.M.C., to active duty Dec. 13, at Philadelphia Q.M. Intermediate Depot for training. (Dec. 7.)

Maj. W. F. Friedman, S.C., to active duty Dec. 8, at Ft. Monmouth, N. J., for training. (Dec. 7.)

(Further Army Orders on page 366)

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**M.T.C. ASSOCIATION.**—The annual meeting of the Military Training Camps Association of the United States was held in Chicago on Dec. 4, with morning and afternoon sessions at the University Club, luncheon at the Chicago Club and an evening dinner at the Racquet Club, tendered by the president of the association.

The Secretary of War sent a letter of greeting and congratulation and was represented personally by Maj. J. M. Wainwright, U.S.A., of the General Staff. Corps area and state civilian aids were in attendance with the National Executive Committee. Reports from all parts of the country showed a complete organization, and with chairmen in most counties in the United States, and a constantly growing public interest in the C.M.T.C. National officers were re-elected as follows: Dr. H. S. Drinker, honorary president; Chas. B. Pike, president; Tom R. Wiles, secretary; Noble Brandon Judah, chairman finance committee; and Dr. G. F. James, national executive secretary.



**Patience the Needed Virtue**

NO ONE can read the report of the Morrow Aircraft Board without being struck by the high spirit of endeavor which animated the board in its effort to reach a solution of value to the Nation and desirable to the Services. Made up as it was of men originally of antithetic views, the board, after mature consideration, joined in a program which, backed by the President, is certain, in its main essentials, to be adopted. There will be fuss and fury, of course; the halls of Congress will reverberate with the oratorical periods of those who want an independent air department or those who feel that any change is for the worse. In this connection, too much stress can not be placed upon these excerpts from the report of the board:

"On each side there is need of patience with what seems the unreasonableness of the other side."

"In submitting this report, Mr. President, we feel constrained to say that our diverse experiences, association, and habits of mind necessarily produced views differing at first nearly as widely as some of those expressed in the testimony heard by us. We were a unit, however, in feeling that in the discharge of the duty which you asked us to perform our conclusions would be of practical value only in so far as they commanded our own unanimous and undivided support. We do not minimize the difficulties which we have experienced in reaching such a result. To do so would be to belittle the difficulties which must still be faced by those who, under your authority, are charged with the administration and execution of existing laws, and of such modifications thereof as the Congress in its wisdom may enact. We have reached a unanimous conclusion because we have approached our task in a spirit of mutual accommodation and understanding. The same spirit may prove helpful both to those charged with the grave responsibility of developing the policies in regard to the use of aircraft in national defense and to those who encounter the hazards of actual operations in the air."

The Army, the Navy, and the Air forces may well observe the same spirit in dealing with the problem which so intimately concerns them. There is danger that the country and the Congress may become irritated to the point of saying: "A plague on both your houses." If they do, slashes will be made in appropriations in the name of economy which will seriously affect all the elements of the national defense. This is something well worth thinking about.

Have you yet sent in your vote on the aircraft report? If not, do it NOW. The voice of the Services will have a real influence on the action of Congress.

**The Soldiers In The Mud**

THERE is another paragraph of the Morrow report which deserves special attention:

"By our fortunate geographical position we have heretofore been freed from the heavy burden of armament which necessity seems to have imposed upon the nations on the continent of Europe. If one thing has stood out sharply in the past century, it has been the great danger of the defensive movements of a nation being interpreted by their neighbors as offensive movements. This has naturally, perhaps inevitably, thrown most of the countries within the European orbit into the vicious circle of competitive armaments. We are all in accord that the United States must at all times maintain an adequate defensive system, whether it be surface ships, submarines, land armies, or air power. But let us not deceive ourselves. This new weapon, with its long range of power, not only for defense but also for offense, is subject to the psychological rules which govern all armament. Armaments beget armaments. It has been our national policy heretofore to oppose competitive armaments. The coming of a new and deadlier weapon must not result in any change in this policy. The belief that new and deadlier weapons will shorten future wars and threaten vast expenditures of lives and resources is a dangerous one, which, if accepted, might well lead to a readier acceptance of war as the solution of international difficulties. The arrival of new weapons operating in an element hitherto unavailable to mankind will not necessarily change the ultimate character of war. The next war may well start in the air, but in all probability will wind up, as the last war did, in the mud."

These are words of men who think. Always a new weapon appears, has its day of power, and then inevitably defense develops. Principles are immutable. They dominate whatever the weapon. This is the mooring mast from which the Services should never slip.

Be sure and vote on the Morrow Aircraft Report. What the Services say will make the country and the Congress listen.

**We Need Not Follow Britain's Example**

GREAT BRITAIN'S experience with the plan of an air ministry was interestingly discussed in the Morrow report. It is worth repeating what the Aircraft Board said on this subject:

"The example of the British Air Ministry, in complete control of all Britain's aeronautic activities, is frequently cited by those who urge the organization of an air department in our Government. Because of our different geographical position, we attach no weight to this precedent. In this connection, we desire to draw attention to the fact that in Great Britain itself there is no unanimity of expert opinion as to the ultimate value of the Air Ministry from the viewpoint of national defense. We pass over the British newspaper comment that has been submitted to us. Statements both for and against can be found. The fact remains that between the close of the war and the beginning of 1923 Britain was agitated by an almost continuous discussion of the merits and demerits of the Air Ministry. The result was the appointment by the Prime Minister, in March, 1923, of a subcommittee of the Committee on Imperial Defense to inquire into the cooperation and correlation of the Army, Navy, and Air Force in matters of national and imperial defense. The committee heard a 'great deal of evidence from witnesses from both departments' (Navy and Air force). The report refers to the controversy between these two services as somewhat 'acute.' The Air Ministry strongly objected to being 'partially dismembered' so soon after it had been brought into existence. To the admiralty, on the other hand, it seemed 'intolerable' that they should be responsible for the success of the battle fleet and not have control of their own air arm. The result was to continue the separate Air Ministry, but to give the admiralty a greater measure of control of the fleet air arm. Those who assert that Great Britain is about to repudiate her independent Air Ministry go beyond the known facts. Those who say that the matter is finally settled by this report likewise go beyond the known facts."

It will be of interest to watch the final action Britain will take.

**REVEILLE**  
By BUGLER BILL

It's a long lane that has no boot-legger.

"Ah jest done bought mah wife a new coat."

"What fur?"

"She made me."

The thoughtful attendant at the House of Representatives who brought a wastebasket to hold the overflow of bills introduced the first day of the session sure had a keen appreciation of the eternal fitness of things.

In the old days we used to call our floating population tramps and hoboes. Now we call 'em tin-can tourists.

"My poor fellow, why do you drink this terrible licker?"

"Lady," replied the gentleman with the red nose, "half an hour after I take a drink of water I begin coughing up rust."

Top Sarge—"What's that I saw you drinking out of that bottle?"

Buck private—"Just a little cognac."

T. S.—"I'll call the corporal of the guard."

B. P.—"Taint no use to ask him—I only got two drinks left."

"Civil war's ever near in Killarney, 'Mongst a people who throw out the blarney,

But Chili at war

Concerns me the more;

They'll embargo our chili con carne."

—American Legion Weekly.

Which I wish to arise and remark,  
That the outlook is certainly dark.

But a war in Peru!

What on earth should we do!

Where'd we get our Peruvian bark?

A \$25,000 salary looks like big pay to a Colonel, but there's one thing to be said in favor of a commission in the Army—it isn't dependent on the political complexion of a City Council.

The pacifists' attack on the R.O.T.C. makes the patriotic American reach hurriedly for his gas mask.

The football season is over but the pneumonia germs go marching on.

"Smithers—'At least once in my life I was glad to be down and out.'

Freeman—'And when was that?'

'After my first trip in an aeroplane.'

—Garry Owen Trumpeter.

Nick Longworth may be the Speaker of the House but nowadays it's the Chairman of Appropriations who does all the talking.

Vice President Dawes was a minute late for the opening of the Senate. He'll have to get that rule which requires this august assemblage to meet at 12 o'clock noon, revised, or set his watch back.

The body of the man who set out from Old Town, Me., to circumnavigate the globe in a canoe, is washed ashore in Chesapeake Bay.

"Larger vessels may venture far,  
But smaller boats must keep near shore."

That "floating population" Florida is always boasting about is probably composed of those who have invested in Everglades building lots.

President Coolidge declines to aid the farmers in fixing prices, and it must be admitted that whoever fixed the prices on Christmas turkeys doesn't need any assistance from anybody.

**Ballot on the Aircraft Report**

Poll of the services for the information of Congress and the country on the Morrow Aircraft Report:

Do you approve the plan?

Do you disapprove the plan?

Signed: .....

Address: .....

(Note: Please give your reasons briefly. If your vote and reasons are confidential, please indicate. Mail to Editor, Army and Navy Journal, Lenox Building, 1523 L St. N. W., Washington, D. C.)

**ASK THE JOURNAL**

H asks how many men did the U.S. Army send to France in the World War. A. During the 19 months the United States was in the World War 2,086,000 soldiers for the American Army were carried overseas. In the great Meuse-Argonne offensive General Pershing was able to throw a force of 1,200,000 men in the field, with thousands of troops in other parts of the battle line. Half a million of these troops in France went over in the first 13 months and a million and a half in the last six months. The highest troop-carrying records are those of July, 1918, when 306,000 soldiers were carried to Europe, and May, 1919, when 330,000 were brought home to America. Among every 100 Americans who went over 49 went in British ships, 45 in American ships, 3 in Italian, 2 in French, and 1 in Russian shipping under English control. The greatest troop carrier among all the ships was the Leviathan, which landed 12,000 men, or the equivalent of a German division, in France every month.

S. Z. Z., Ft. Clayton, Canal Zone.—Q. My first six discharges were lost. I desire to know how much time I have in (including double time) up to the end of sixth enlistment. A. Suggest that you submit your application for duplicate discharges to The Adjutant General of the Army through your commanding officer. Unless you are within two or three months of your retirement, it would not be possible for the department to figure out your service, the limited number of clerks in the War Department not permitting these compilations on account of lost discharges.

S. S., Camp Custer.—Q. (1) What date did Company "B," 10th Infantry, arrive in the Philippines in 1901 on the transport Pennsylvania? (2) What date did Company "K," 3d Infantry, depart from Ft. Liscum, Alaska, in 1906? A. (1) April 16, 1901. (2) This company left Ft. Liscum Sept. 27, 1906, and sailed from Valdez, Alaska, on Sept. 28, 1906.

R. J. B., Camp Knox, Ky.—Q. (1) What date did the second battalion of the 2d Infantry arrive in the Philippine Islands in 1900 and date of their departure therefrom? (2) What date did the 6th U.S. Volunteers, Infantry, arrive in Porto Rico in 1898, and date of their departure therefrom? A. (1) This organization arrived in the Philippine Islands Sept. 16, 1900, and departed therefrom May 12, 1903. (2) The 6th U.S. Volunteers, Infantry, arrived in Porto Rico Oct. 15, 1898, and departed therefrom Feb. 12, 1899.

L. O'D., Carlisle, Pa.—Q. What day in 1899 did Company "L," 9th U.S. Infantry, arrive in the Philippines? A. Apr. 22, 1899.

Sgt. H. G. M., Ft. Leavenworth, Kans.—Q. Request information in regard to payment of travel pay to temporary officers who were discharged at the expiration of the emergency. I am of the opinion that an officer discharged at the termination of the war was entitled to travel pay, either to the bona fide residence or to place of acceptance for commission. Cited below are two cases that appear in conflict: (1) Lt. "A" was discharged to accept commission from Regular Army, where he held the grade of sergeant and accepted commission at Camp Lea, Va. His bona fide residence was in California. When discharged, he was informed that he was not entitled to travel pay to California, but was entitled to transportation to place of acceptance for enlistment (on the enlistment from which he was discharged to accept commission), which was Ft. Worth, Kans. (2) Lt. "B" was similarly discharged from the Regular Army to accept commission at El Paso, Tex. Upon being discharged at Camp Taylor, Ky., he was denied transportation to El Paso, Tex., which was the place of acceptance for enlistment on enlistment terminated by discharge to accept commission as well as place of acceptance as a temporary officer, and was given transportation to bona fide residence, Lebanon, Tenn.



## PARIS NOVELTIES

By COUNTESS MARY TOLSTOY

The dressmakers are now showing their midseason models, which are just as important as the former "Winter" and "Summer" collections. Buyers make four trips to Paris a year instead of two, as formerly, lest something quite new should appear before they were aware of it. This is also the time that the houses are specializing on frocks for the Riviera.

The best dressed women in Cannes and Monte Carlo wear extremely smart sport clothes during the day, and at the casino, sporting club, and theater appear in dainty evening frocks, usually of mousseline de soie or crepe Georgette. One or two crepe de chine dresses in one's wardrobe are essential for private tea dances, or to wear occasionally at tea-time at the Cercle Nautique or the Casino, although the sport dress is just as much worn there as elsewhere.

Lenief has a new "petal" model that is much admired, even creating a furore, as the saying is, when a dress is much discussed, bought extensively, and add to the popularity of a house. This, which is quite original, has a skirt consisting of dozens of small panels cut in triangles and sewn lengthwise on the skirt, with one side fluttering as the wearer of the frock moves. Made in rose-colored Georgette, it is youthful and graceful.

One of the most striking novelties of fashion is the use of various materials in one dress. A lame model may be lined and trimmed with kasha, while a kasha gown may be covered with a gold tunic or embroidered in gold or silver.

Owing to the coldest November that Paris has experienced in years, kasha is more worn than ever, for of all the comfortable ways of solving the problem of warmth in cold weather the use of woollen materials for one's gowns is perhaps the most popular. In the pastel shades of kasha two colors can be combined happily, as in a Mora model of rose, with bands of deeper red in parallel lines down the back, arranged in a cross pattern on the front, and widening into godets on the side. This same dress is very pretty in two shades of blue, and also two shades of green.

Another novelty is the shaded kasha. Shaded mousseline de soie, velvet, Georgette, etc., have already been seen; but this is the first appearance of kasha, running from dull wine color to soft rose; from navy blue to periwinkle; and from bottle green to pale almond.

## Recipes for the Service Family

(One dollar for each one published. Only subscribers and their immediate families eligible. Address RECIPE EDITOR, ARMY AND NAVY JOURNAL, LENOX BLDG., WASHINGTON, D. C.)

**SMOTHERED APPLES.**—Pare and quarter a dozen medium-sized eating apples. Remove cores, bruised spots and other blemishes. Rinse and place in porcelain or aluminum stew-pan; add teacup or more of granulated sugar, and enough water to barely cover the apples, and place down over them, touching them, a porcelain plate. Bring to a boil slowly and let boil 20 minutes. Then pour off the juice into separate vessel and stand the apples aside where they will remain warm. Next, boil down the juice until it foams and is ready to jell, and then pour it over the apples. When cold, serve same as baked apples.—Betty Dean, 171 A, Fort Riley, Kans.

**CARROT JELLY.**—One cup grated carrot steamed, 1 pint tart apple juice, juice of 1 lemon, 1½ cup sugar. Add lemon juice to the carrot and heat the mixture. Heat the apple juice and when boiling, add the carrot and cook until it jells. Turn into glasses and when cool paraffin.—Mrs. A. E. Sawkins, Vancouver Barracks, Wash.

**MARLBOROUGH PIE.**—Six tablespoons grated apple, 6 tablespoons granulated sugar, 6 tablespoons melted butter, 6 tablespoons sherry, 3 well beaten eggs, ½ nutmeg grated. Bake in pie crust, without top crust.—Mrs. C. E. Snyder, Alcatraz Island, Calif.

**CANDIDATES FOR MILITARY ACADEMY DESIGNATED.**—The following candidates have been designated during the past week for the United States Military Academy entrance examination to be held beginning on March 2, 1926, with a view to admission to the Military Academy on July 1, 1926:

Alabama, 4th District—Wm. Joe Swink, Minter; Arthur F. Hill, 1st alt., Anniston.

Georgia, Senator Harris—Elbert Anderson, 1st alt., c/o Richmond Academy, Augusta; 3d District—Joe H. Lamb, 1st alt., Cordele.

Indiana, 8th District—Farrol A. Drago, Parker; Alden P. Taber, 1st alt., R. R. No. 3, Bluffton; Ed. E. Griffin, 2d alt., Elwood.

Kentucky, Senator Sackett—Chas. W. Johnstown, Jr., Pembroke; Edward R. Taylor, 1st alt., Leitchfield.

Maryland, Senator Bruce—Thos. I. Edgar, 1731 E. Eager St., Baltimore; John K. Waters, 1st alt., Lutherville; Robert B. Foster, 2d alt., Baltimore.

Michigan, 7th District—Wm. F. Howard, 1st alt., Applegate.

Minnesota, 10th District—Warren Wm. Schenck, R. F. D. No. 2, Anoka; Geo. B. Genrenbeck, 1st alt., Monticello; Daniel J. Murphy, 2d alt., Minneapolis.

Missouri, 13th District—Paul H. Ramsey, 2d alt., Flat River.

New York, 40th District—Gordon J. Davenport, Buffalo.

North Carolina, 3d District—Geo. W. Bradham, New Bern; Sherwood H. White, 1st alt., Pollockville.

North Dakota, Senator Frazier—John Pelissier, c/o Dr. A. P. Nachtwey, Dickinson; E. R. Watkins, 1st alt., Grand Forks; Christian Larson, 2d alt., Bisbee; David C. Fischer, Ventura; Harold B. Austfjord, 1st alt., Hensel; Lawrence T. Ulsaker, 2d alt., Wahepton.

Oklahoma, 2d District—Bryce Cusac, 2d alt., Muskogee; 6th District—Wm. P. Carden, Jr., Hastings; Frank T. Falk, 1st alt., Yukon; Jack L. Collins, 2d alt., Lawton.

Texas, 8th District—Emil Tejml, P. O. Box 295, Rosenberg; Tate Simpson, 1st alt., Houston; 18th District—Jake Whitten Fields, Rotan; 13th District—Alton Freeman Harrison, c/o Jo A. P. Dickson, Seymour, Ovid Reid, 1st alt., Rhome; Robert E. Vaughn, 2d alt., Harrold.

Washington, 2d District—Ernest Fred Easterbrook, 2d alt., Port Townsend.

West Virginia, 3d District—Waldo P. Johnson, Bridgeport; Roy S. Nutter, 1st alt., Richmond.

U. S. A. L., President Coolidge—Alexander G. Stone, c/o Comdr. Raymond Stone, U.S.N., Ret., Annapolis, Md.; Chas. H. Traeger, Jr., c/o Maj. C. H. Traeger, Ord. Dept., Curtis Bay Ord. Reserve Depot, Curtis Bay, Md.

National Guard, Virginia—Francis H. Nealon, Pvt., Battery D, 111th F.A., Hampton, Va.; Robt. J. Wood, Pvt., Co. G, 183d Inf., Petersburg, Va.

**THE 106TH INF.** (old 23d, Col. Thomas Fairservis), N.Y.N.G., will hold a review in its armory in Brooklyn on Dec. 18 in honor of the 23d Regiment Veterans' Association, of which Capt. Frederick W. Singleton is president.



### On the Tartar City Wall

An oasis of courage and sacrifice in the midst of a sea of fanatical hatred—the foreign legations in the beleaguered city of Peking during the Boxer Rebellion in 1900.

As the thunder of the advancing Allied forces outside the city walls drew ever nearer, the position of the faithful few within the gates of the foreign legations became more desperate. Soldiers of America, England and the other great nations, bound together by the common danger, fought to hold the Boxers at bay until relief should come.

Early in the morning of July third, Captain John T. Myers, U. S. M. C., who was in command of the marines inside the city, led a party of American, English and Russian troops in a desperate endeavor to clear the Chinese barricades from the top of the Tartar City Wall, which lay close to the legations.

In the face of vastly superior numbers, the columns swept along, the marine leading, over and through the barricades until the enemy was completely routed and the legations relieved from immediate danger.

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## IN THE RADIO FIELD

**A**N ADDITIONAL RADIO COMPASS will be installed in the vicinity of the navigating bridge of the U.S. aircraft carrier *Saratoga*. The decision was recently made at a conference between representatives of the Bureaus of Engineering, Construction and Repair and Aeronautics, and prospective commanding officer of the *Saratoga*.

The Bureau of Engineering has approved the installation of a type SE-996 radio compass on the *Pelican*, provided the work is done by the forces afloat. The *Pelican* is attached to the Naval Air Station, Pensacola, Fla., as a rescue vessel.

The Bureau of Engineering has asked the C-in-C of the U.S. Fleet to comment on the 31 heterodyne frequency meters recently shipped to vessels in the fleet and to designate priority of issue in regard to balance of 134 of these meters now under construction at Washington Navy Yard.

The Bureau of Engineering, Navy Department, has forwarded the October check in frequencies of shore radio stations to the Commandants of the Naval Districts concerned with a request to improve transmission.

The Bureau of Engineering, Navy Department, has forwarded a request for a patent on a radio frequency trap system for interference prevention to the Judge Advocate General of the Navy, Mr. T. L. Davis, of the Naval Research Laboratory, Bellevue, D. C., invented it.

**WINTER TRAINING FOR MEDICAL RESERVE OFFICERS—1ST CORPS AREA.**—A get-together meeting and dinner of medical officers of the Regular Army, and Reserves of the 1st Corps Area was recently held in Boston to determine what work should be undertaken for the course of winter training and was attended by upwards of a hundred officers living in Boston or in its environs.

Col. J. H. Ford believed that in view of the thoroughness of the correspondence course and the requirements of the new regulations concerning promotions in the Reserve Corps, the reserve officers should express their most urgent needs and the winter training should be planned to meet their requirements.

Great enthusiasm was evidenced and many valuable suggestions were made. The speakers included Col. George F. Keenan, surgeon of the 11th Corps; Col. J. B. Roberts, chief of staff of the 1st Corps; Col. J. H. Ford, surgeon of the 1st Corps, and Col. A. S. Begg, C.O. of the 341st Medical Regiment. It was decided to hold monthly meetings at the Boston Medical Library on the Fenway.

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## THE RESERVE FORCES

### ORGANIZED RESERVE

**RESERVE OFFICERS PLAN CONGRESSIONAL PROGRAM.**—Col. Edward Clifford, of Washington, Finance Reserve, and former Assistant Secretary of the Treasury, has been named chairman of the Legislative Committee of the Reserve Officers' Association of the United States. Colonel Clifford, now practicing law in Washington, has associated with him the following officers:

Col. Redfield Proctor, Engr-Res (governor of Vermont), Proctor, Vt.; Lt. Col. Evan E. Kemble, San-Res, Vineland, N. J.; Col. Nathan C. Shiverick, Avon, N. Y.; Lt. Col. R. E. B. McKenney, Inf-Res, Washington, D. C.; Col. John C. Groome, Cav-Res, Philadelphia, Pa.; Col. John S. Sewell, Engr-Res, Birmingham, Ala.; Brig. Gen. Edward Orton, Jr., Columbus, Ohio; Col. Noble Brandon Judah, 134 So. La Salle Street, Chicago, Ill.; Col. R. Gray, Jr., QM-Res, Kansas City, Mo.; Lt. Col. H. A. Adams, Engr-Res, Omaha, Nebr.; Brig. Gen. Roy Hoffman, Oklahoma City, Okla.; and Col. Perry W. Widener, Los Angeles, Calif.

A program of Reserve Officer legislation is now being studied by this committee with a view to submission to Congress at an early date for action.

The organization of the new legislative committee was authorized at the meeting of the Reserve Officers' Association this year in Kansas City, and Brig. Gen. John Ross Delafield, president, was authorized to appoint the committee members. He named the members so that each corps area is represented.

Reserve officers having any particular legislation in mind affecting their service should communicate with Colonel Clifford in the Union Trust Building, Washington, D. C.

**WINTER PLATTSBURG FOR BOSTON RESERVE OFFICERS.**—Keen interest is being evidenced by the National Guard and Reserve quartermasters of the Boston District in the Quartermaster Winter Plattsburg, which was inaugurated at Boston about two months ago. Following are the officers of the Boston group: President, Lt. Col. Harry G. Chase, QM-Res; secretary, Capt. James F. Drain, QM-Res; custodian of records, 2d Lt. Paul J. Kenney, QM-Res. Colonel Chase is state quartermaster of the Massachusetts National Guard. Col. William E. Horton, Q.M.C., U.S.A., is the director of the Boston group.

Lt. Col. Brainerd Taylor, Q.M.C., U.S.A., who is quartermaster of the First Corps Area, is senior instructor, his assistants being Maj. F. F. Scowden, Capt. J. N. Douglas, E. G. Coursen, and 1st Lt. William B. Johnson, all Quartermaster Corps officers of the Regular Army. Of the 1,091 Reserve quartermaster and National Guard supply officers in the First Corps Area it is expected that an attendance of at least 700 of the citizen quartermasters will be present at the various winter Plattsburgs during the inactive training period.

### ONE HUNDRED AND THIRD DIVISION NOTES, ORGANIZED RESERVES.

—Lt. Col. Kenneth C. Masteller, U.S.A., acting chief of staff of the 103d Division has returned from his tour through Colorado, New Mexico and Arizona, where he has been making an inspection among the different Reserve units.

The division has been accomplishing considerable results for the training and military education of the Reserve Officer by means of systematic and frequent conferences. Each executive is holding from two to four conferences a month based upon the correspondence courses, and by this the Reserve Officer will be able to cover twice the number of subcourses ordinarily completed by correspondence alone.

**RESERVE OFFICERS OF 96TH DIVISION ARE ACTIVE.**—The regular weekly meeting of the 361st Field Artillery "Round Table" was held recently in Portland, Oreg., Col. Frederick T. Arnold, U.S.A., the Chief of Staff of the division being the guest of the day. Maj. Calvin S. White, Med-Res, was the speaker, and his subject was entitled "The Problems of the Draft."

The Bellingham (Washington) Sector of the Reserve Officers' Association held a special meeting, the occasion of which was a visit to Bellingham by the Chief of Staff, Col. F. T. Arnold.

The Portland Chapter of the Reserve Officers' Association at its recent semi-monthly meeting had the honor of hearing the Hon. George L. Baker, mayor of the City of Portland, tell of his experiences as a war time mayor. There was a Leavenworth problem conducted by Maj. G. J. Gonser, Inf. (D.O.L.), adjutant of the 96th Division. In the discussion Major Gonser was assisted by Lt. Col. Clarence R. Hotchkiss, Inf-Res., and Maj. Dallas D. Dennis, Inf-Res.

### NAVAL RESERVE

**THE** Bureau of Navigation recently received the records of the following Naval Reserve officers, who have been found qualified for the rank indicated in the classes shown:

Lt. Comdrs. W. O. Baldwin, R. T. Strong, S. D. Young, W. P. Jost and J. D. Ross, all D-F, U.S.N.R.

Lts. N. B. Aubrey, W. J. Condon, E. E. Sackett, F. Barth and N. A. Peavey, all E-F, U.S.N.R.

Lts. G. B. Bitting, A. Bloom, W. L. Clark, W. O. Junkerman, F. H. Bosbyshell, H. Fredericks and R. F. Tillman, all D-F, U.S.N.R., and H. M. Miller, MC-F, U.S.N.R.

Lts. (j.g.) H. G. Drake, H. R. Wharton, E. M. Berger, H. O. Hogan, M. C. Westgate, C. H. Perdue and E. H. Sanford, all D-F, U.S.N.R.

### U.S.M.C. RESERVE

**A**PPPOINTMENT and promotion in the Marine Corps Reserve can now be made up to and including the grade of brigadier general. With the organization of the Marine Reserve Regiments, the Reserve Area commanders upon whom the brunt of this work falls, will be encouraged to recommend the appointment of reserve officers.

The Major General Commandant has approved an increase of 4,000 in the number of reserve officers. The great majority of the new appointees will be placed in the Volunteer M.C.R. Letters are being sent to all officers on the active, retired and reserve lists, requesting them to recommend desirable candidates for appointments.



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UX-201-A	UX-112
UV-200	UX-210

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# U. S. NAVY, MARINE CORPS AND COMPONENTS

## THE NAVY ESTIMATES

Estimates submitted this week to Congress by the Bureau of the Budget for the maintenance of the Navy for the fiscal year 1927, totaling with other funds available \$327,869,430, an increase of \$8,007,052 over the current year, are characterized by Secretary Wilbur as "satisfactory to the Navy."

The general impression, however, among the officers of the department is that while the amount is all that could be expected under the existing "economy" conditions, it is in reality inadequate, and that the original estimate of approximately \$362,000,000 was the minimum under which the Navy could operate if it is to be maintained on the 5-5-3 treaty basis with other leading naval powers. This has been the guiding policy of the departmental heads in preparing the budget since the Limitation of Armament Conference, with its resultant national naval policy of an American Navy second to none.

Faced with the necessity of curtailing the original estimates to the point where the administration's allotment fixed it necessitated a pruning of these figures by thirty or forty million dollars. Originally the tentative allotment of the public funds approximated only about \$310,000,000 for all purposes, including new construction, which is approximately the minimum figure the department heads hold necessary for the bare maintenance of the Navy on its present basis. This amount was so far short of the funds needed for maintenance and for a reasonable amount to meet the construction program for the cruisers authorized by the last Congress that in sending its final figures to the Budget the department made some drastic recommendations. These included the closing of the navy yards at Boston, Mass., Charleston, S. C., the Naval Training Station at Great Lakes, Ill., the fleet supply bases at New York City and San Diego, Calif., and the base at Parris Island.

The Director of the Budget finally allowed \$322,869,430 as against the total of \$319,862,378 appropriated for the current year, which means a reduction in major items from the original estimates submitted of about \$15,000,000 for aviation, \$11,000,000 under "Increase in Navy," \$500,000 under modernization, and \$2,000,000 in "pay." Added to this Budget total is \$5,000,000 made available by transfer from the naval supply account fund, which brings the total up to \$327,869,430.

Among the high lights on the allocation of funds is the apparent increase for naval aviation from its appropriation of \$14,790,000 for 1926 to \$18,900,000 in the final estimates for 1927. In addition to this the bureau is given authorization to enter into contracts for the expenditure of an additional \$4,100,000. This same authorization, however, was given last session, and payments for such contracts made last year must come out of the new appropriation. However, under "increase of the Navy" there will be a specific appropriation of about \$3,000,000 to complete the two new carriers, Saratoga and Lexington.

The amount now in the Budget for pay, \$120,000,000, is about \$2,000,000 short of the departmental estimate, but is \$3,000,000 more than the current appropriation. The current appropriation is \$117,000,000, and the department is maintaining an enlisted strength of about 81,000 men on this inadequate pay total. It is at least doubtful if \$120,000,000 will provide for more than an average of 83,000 to 84,000 men during 1927.

The sums allotted to the materiel bureaus, with the exception of aviation, are practically identical with the 1926 appropriation. The Engineering appropriation particularly has seemed to be inadequate for the last two or three years to maintain the engineering plants of ships in commission, because, as the ships are getting older, naturally the maintenance charges on boilers, condensers, etc., are going up. The allotment for fuel is also reduced materially.

The Naval Reserve appropriations are placed at \$3,600,000, which is \$300,000 less than the normal amount which has been assigned them, and it will be necessary to reduce the number of training ships now allotted the Naval Reserve in order to keep within the money or else cut down on numbers of officers and men being trained.

While, no doubt, the Navy can be maintained on the given appropriation, the Service feels that such an amount provides an inadequate sum of money for replacements and modernizations, and there should be at least \$40,000,000 a year placed in "increase of the Navy." This

amount was carried in the original estimates. The amount now allotted in the estimate is about \$28,000,000. The fixed charges to run the Navy are well over \$300,000,000, assuming the establishment is to be maintained on a 5-5-3 parity, and forty to forty-five millions should be added to this figure to provide for replacements. In order to make as much money available as possible for "increase of the Navy" under the estimates of \$323,000,000 the public-works item is carried only around \$2,500,000, and as this also is a replacement item enough money should be added to bring it up to about six or seven millions a year.

The pertinent thing to remember in connection with the estimates as now drawn, it is pointed out, is that such restrictions in material ashore as the department proposed to the Budget to make were not accepted, and while the total amount of money to be saved by them was not impressive, nevertheless, if for political considerations, or for a possible war-time use, it is felt necessary to maintain certain plants on shore, Congress should provide over and above this sum enough money to maintain the Navy and also place about \$40,000,000 to \$50,000,000 in replacements. In other words, \$40,000,000 for new construction and six or seven million dollars for public works.

## REPORT PLEASES NAVY

There is a distinct feeling of satisfaction among the Navy officers on duty at the Navy Department following the publication of the President's Aircraft Board report. The report not only vindicates the Navy of many charges which have been made against its management of aviation, in their opinion, but also proved the foresight of the members of the special Navy Board, which last January submitted its report on the relations of air and sea power. The Navy Board was appointed by Secretary Wilbur at the instigation of the President.

The Navy Board stated in Jan., 1925: "It is assumed by some that because the Army operates on land and the Navy operates on sea, the air force can operate independently of either. It is believed that this assumption is fallacious."

The President's Board in Dec., 1925, states: "We do not consider that air power, as an arm of the national defense, has yet demonstrated its value—certainly not in a country such as ours—for independent operations of such a character as to justify the organization of a separate department. We believe that such independent missions as it is capable of can be better carried out under the high command of the Army and Navy, as the case may be."

The Navy Board further stated: "The board desires to point out in this connection the profound influence which geographical position has upon the relative importance of air power to a country. The United States has but two neighbors who could attack her by air and they are relatively weak."

The President's Board: "Is the United States in danger of an air attack from any potential enemy of menacing strength? Our answer to this question is 'no.' \* \* \* The fear of such an attack is without reason."

Again, the Navy Board, after stating its belief that a battleship like the Washington, properly manned, could withstand modern airplane attacks, dealt with the possibility of constructing airplanes capable of sinking the vessel as follows: "This is a new and big problem, a solution of which may or may not be found."

The President's Board said: "There is a controversy in regard to the ability of airplanes under war conditions to sink the largest naval vessel. \* \* \* This is a highly technical question, and, in our opinion, any present answer must partake more of prophecy than of fact."

Many Navy officers hold that the similarity of the findings of the two boards proves their contention that the policy of the Navy in regard to aviation is sound, and that the attitude of the Service has been greatly misrepresented by aviation enthusiasts and newspapers.

## MAY BECOME CHAPLAIN

A board of Navy chaplains, consisting of Capt. Evan W. Scott, Lt. Comdr. Ernest L. Ackiss, and Reuben W. Shrum, all Ch.C., U.S.N., will convene at the Navy Department Dec. 15 to examine Rev. Charles P. Burke, of St. Aloysius R. C. Church, Livingston Manor, N. Y., for appointment to the Chaplains' Corps, U.S.N.

## NAVAL HEARINGS

Hearings on the naval appropriation bill for the fiscal year 1927 started Wednesday with the appearance of Secretary Wilbur before the House Committee on Appropriations.

At the suggestion of Chairman French, copies of the statement of the Secretary and of all the bureau chiefs who followed him before the committee were supplied to each member of the committee, and a course of procedure agreed upon that promises to make the presentation of the Navy's needs this year the most systematic ever attempted.

Each phase was assigned in advance and each naval representative confined himself to his particular "pigeon." The Secretary dealt with "the state of the Navy—personnel and materiel, 'treaty arrangements initiated or concluded since previous hearing,' and a resume of what has transpired in regard to the oil reserves since the last hearing.

He was followed by the new budget officer, Rear Admiral McVey, who covered all phases of the new budget. The next officer on the list was Captain Lincoln, who dealt with plans for bettering the physical condition of the fleet, the decommissioning of vessels, and the employment of vessels. The next was Captain Clark, who presented the problems connected with the management of navy yards and plans for closing or skeletonizing shore establishments as well as the questions of civil employment.

The next on the schedule was Admiral Eberle, with a statement on the readiness of the fleet, the vessels comprising it, and the special squadrons and the necessity for continuing them. Past and future employment of the fleet, naval activities in all parts of the world, the Navy's foreign program, and the salaries question of all the branches of operations were also assigned to the admiral.

The rest of the Naval Establishment's needs under this arrangement have been assigned to the various bureau chiefs and other departmental heads, and the Assistant Secretary is giving his personal attention to the presentation of the Navy's need at the hearings.

There is keen interest throughout the service as to the "treatment" the Navy will receive at the hands of Congress, an interest that has been heightened by the speculation as to what effect all of the recent service controversies will have "on the Hill."

## NAVY G.C.M., ORDERED

Capt. Frank L. Pinney, Lt. (j.g.) Thomas A. Cory, and Ens. Elliott McF. Moore, U.S.N., are to undergo a trial by court martial following an investigation of a court of inquiry into the collision at sea on Sept. 20, 1925, of the U.S.S. Milwaukee with the American schooner Benjamin A. Van Brunt, owned by the Forde Construction Company of New York. The letter directing courts-martial was sent by Secretary of the Navy Wilbur to the Commander of the Scouting Fleet under whose command the Milwaukee is attached.

In addition it was directed that a letter of admonition be sent by the Commander of the Scouting Fleet to Capt. William C. Watts, U.S.N., commanding the U.S.S. Raleigh.

The Secretary's letter was based on the findings of a court of inquiry of which Rear Admiral Charles P. Plunkett, U.S.N., commandant, Third Naval District, was president. This court, in addition to the findings resulting in the courts-martial of officers, also found that the master of the Van Brunt had violated the rules of the road prescribed by law.

The running lights of the schooner Van Brunt were sighted on the port bow of the cruiser column about 20 minutes before the collision with the Milwaukee. The officer of the deck of the Raleigh, Lt. (j.g.) Thomas A. Cory, avoided collision with the schooner by altering course, but the officer of the deck of the Milwaukee, Ensign Moore, failed to avoid collision and ran down the schooner at about 2:18 a. m., the schooner sinking almost immediately.

The crew of the Van Brunt boarded the Milwaukee, having abandoned ship in their own lifeboat. The Van Brunt had a cargo of 1,756 tons of coal and sank in such a short time after the collision, it was impossible to save personal effects except the ship's papers. Damage done to the Milwaukee amounted to about \$25,000. The approximate value of the schooner and cargo is stated to be \$100,000.

Capt. Pinney will be tried on a charge of negligence in the performance of his duty as commanding officer. Ensign Moore,

the officer of the deck of the Milwaukee, will be tried on a charge of inefficiency in the performance of duty. Lieutenant Cory will be tried on a charge of culpable inefficiency in failing to take timely action by maneuvering the Raleigh, the leading vessel of the formation, in such a manner that all vessels of the formation could avoid unnecessary risk of collision.

The admonition to Captain Watts, senior officer present, is based on the ground that he failed to impress sufficiently upon his officer of the deck the fact that the Raleigh was responsible for ships in formation as well as for his own ship, in cases where risk of collision might be imminent.

## U.S.M.C. LEGISLATION

Maj. Gen. Commandant J. A. Lejeune, U.S.M.C., has recommended the following legislation affecting the Marine Corps, which will be urged before the present session of Congress with the approval of the Secretary of the Navy:

1. The establishment of warrant grade of pay clerk and commissioned warrant grade of chief pay clerk. Also the establishment of the commissioned warrant grades of chief marine gunner and chief G.M. clerk. The portion of the legislation which affects the pay clerks is being recognized because at present there is no recognized status for these clerks. They must be appointed and are neither enlisted men nor officers.

2. A proposal to increase the number of major generals to correspond, in addition to the commandant, to one-third of the whole number of officers of the line with rank senior to colonel, and in addition one of the three heads of the staff departments to have the rank, pay, and allowances of a major general while so serving. This is similar to the basis of computing the number of major generals allowed the Army.

3. To authorize the detail of officers to assist Latin-American republics. This was part of the Army omnibus bill last year which failed to pass. It is understood the Army and Navy will urge similar measures, and if any one of the three pass it will apply to all the services.

4. There is also a provision to permit promotion of officers of the lower grades when the advancement of an officer to a higher grade is due and delayed for any reason. If the promotion of a major to lieutenant colonel is held up, promotions of those in lower grade due and qualified for promotion may be made immediately under this provision.

Other legislative projects which will be urged would authorize certain Marine Corps officers to accept medals from Haiti for distinguished service; allow disbursing officers to appoint deputies, and permit former Marines to buy articles of uniform which they are entitled to wear at certain times.

## GENERAL BUTLER TO SAN DIEGO

Brig. Gen. Smedley D. Butler, U.S.M.C., who has been serving as director of public safety at Philadelphia, Pa., and who returns to active duty with the Marine Corps Jan. 1, visited the Navy Department on Dec. 9 and conferred with Maj. Gen. Comdt. J. A. Lejeune, U.S.M.C.

General Butler will take command of the Marine Corps Base at San Diego, which is now being temporarily commanded by Col. Alexander S. Williams, U.S.M.C. Col. J. T. Myers, U.S.M.C., formerly commander of the base, relieved Brig. Gen. B. H. Fuller, U.S.M.C., as commander of the 1st Brigade of Marines in Haiti. General Fuller is en route to the United States and will go on duty at Marine Corps Headquarters.

## ENGINEERING STANDING

The following standing for the battleship class of vessels of the U.S. Navy in Engineering performances for Oct., 1925, was recently announced by Rear Admiral M. M. Taylor, U.S.N., director of fleet training:

Arizona, 1; Mississippi, 2; Oklahoma, 3; Colorado, 4; Nevada, 5; California, 6; West Virginia, 7; New Mexico, 8; Maryland, 9; and New York, 10.

## NEW C.O.'s ASSIGNED

Five commanders, U.S.N., have been ordered to command various destroyer squadrons of the Scouting Fleet during the past week. They are Comdrs. William E. Eberle, to command Division 26; Alexander S. Wadsworth, Jr., to Division 38; John J. London, to Division 40; William A. Hall, to Division 41, and Charles H. Shaw, to Division 42.

(Further Navy News on page 363)



# ORDERS FOR THE NAVY

Commander-in-Chief  
Calvin Coolidge, President  
Secretary of the Navy  
Curtis D. Wilbur

Assistant Secretary of the Navy  
T. Douglas Robinson  
Chief of Naval Operations  
Admiral E. W. Eberle

December 4

Effective December 2

Lts. E. F. Conway, to temp. duty Schenectady, N. Y., from Jan. 4, 1926, thence 3rd Nav. Dist. New York, N. Y., from Apr. 1, 1926, thence Navy Yard, Washington, D. C., from Aug. 1, 1926; S. P. Ginder, to Nav. Trng. Sta., N.C.B., Hampton Road; J. F. McCartin, to continue Canasco, P. I.; F. M. Mails, to U.S.S. West Virginia; E. F. McCartin, to continue treat. Virginia; E. F. McCartin, Calif.; C. Morrison, to U.S.S. California; D. B. Vassie, to home and wait orders.

Lts. (i.g.) J. A. Smith, to Nav. Trng. Sta., San Diego, Calif.; Ens. D. R. Burkam, resignation accepted Dec. 31, 1925.

Lt. Comdr. W. A. Bloedorn (M.C.), to duty Bu. M. & S.; C. W. C. Bunker (M.C.), to temp. duty Mass. Gen. Hosp., Boston, Mass.

Lts. F. M. Harrison (M.C.), to Nav. Hosp., New York; F. E. Tierney (M.C.), to temp. duty Army School of Aviation Medicine, Mitchel Field, Mineola, L. I., New York; G. W. Wilson (M.C.), to temp. duty, Army School of Aviation Medicine, Mitchel Field, Mineola, L. I., New York.

Lt. Comdrs. R. S. Davis (D.S.), to Nav. Hosp., New York; L. E. McGourty, to Nav. Hosp., Boston, Mass.

Lts. (i.g.) T. D. Allan (D.C.), to Nav. Trng.

sta., Newport, R. I.; R. B. Putnam (D.C.), to 1st Brigade, U.S. Marines, Port au Prince, Haiti; S. P. Vail (D.C.), to Navy Yard, Boston, Mass. Ch. Boon. F. Jurgensen, to U.S.S. New York; R. E. D. S. Green, to U.S.S. Altair; Ch. Pay Ck. J. E. Charbonneau, to 9th Nav. Dist. A. P. C. Harold J. Collins, resignation accepted Dec. 31, 1925.

December 7

Effective December 3

Capt. W. S. Miller, to command U.S.S. Marblehead.

Capt. H. B. Price (Ret.), to Naval Operations, Navy Dept.; L. S. Shapley (Ret.), to governor of Guam and comdt, Nav. Sta., Guam.

Comdrs. W. E. Eberle, to command Div. 26, Dest. Sqdns., Setg. Flt.; W. A. Hall, to command Div. 41, Dest. Sqdns., Setg. Flt.; W. F. Lafrenz, to aide, comdt., 13th Nav. Dist.

Comdrs. J. J. London, to command Div. 40, Dest. Sqdns., Setg. Flt.; C. H. Shaw, to command Div. 42, Dest. Sqdns., Setg. Flt.; A. S. Wadsworth, Jr., to command Div. 38, Dest. Sqdns., Setg. Flt.

Lt. Comdrs. L. Jordan, Jr., to aide, comdt., 1st Nav. Dist.; W. H. Porter, to engineer officer, U.S.S. Concord; E. H. Quinlan, to continue treat. Nav. Hosp., Norfolk, Va.; J. W. (Further Navy Orders on page 366)

## U. S. FLEET

Admiral S. S. Robison, Commander in Chief, U.S.S. Seattle (flagship), New York Yard.

CORRECTED TO DECEMBER 3, 1925

Address mail for all vessels in Pacific waters to Pacific Station via San Francisco, Calif.; vessels in Atlantic and European waters in care of Postmaster, New York City.

### BATTLE FLEET

Adm. C. F. Hughes, commander in chief (flagship, Pennsylvania).

#### Battleship Divisions

Vice Adm. R. H. Jackson, Commander

Pennsylvania, California, Colorado, Maryland, Tennessee, Arizona, Nevada, Idaho, New Mexico, San Pedro; West Virginia, Bremerton; Oklahoma, San Pedro, Calif.; Mississippi, San Pedro to Bremerton.

Destroyer Squadrons.—Corry, Decatur, Farragut, Farenholt, Hull, Lavallette, Macdonough, Sumner, Altair, Chase, Henshaw, Doyen, J. F. Burnes, Kennedy, Kidder, Litchfield, McCawley, McDermut, Marcus, Melville, Mervine, Percival, Meyer, Moody, Mullany, Robert Smith, Selfridge, Sinclair, Wood, at San Diego, Calif.; Omaha, Bremerton, Wash.; Melvin, Yarrowburgh, Wood, Mare Island; Paul Hamilton, William Jones, Kennedy, Reno, Shirk and Sloat, Somers, Thompson, Zeilin, San Diego, Calif.; Farquhar, San Diego; Stoddert, Bremerton.

Aircraft Squadrons.—Aroostook, Mare Island; Langley, at San Diego, Calif.; Gannet, San Diego, Calif.

Submarine Divisions.—R-1, R-2, R-3, R-4, R-5, R-6, R-7, R-9, R-10, R-8, R-11, R-12, R-13, R-14, R-15, R-16, R-17, R-18, R-19, R-20, at Pearl Harbor, T. H. Savannah (tdr.), S-28, S-29, S-33, S-24, S-27, San Diego. S-4, S-6, S-7, S-8, S-9, S-14, S-15, S-16, S-17, S-26, at Mare Island, Calif.; S-25, San Diego to Mare Island. Argonne, at Mare Island, Calif.; V-1, at Portsmouth, N. H.; V-2, to New York.

### BASE FORCE

Rear Adm. George R. Marvell, Commander. Procyon (F.), at San Pedro.

Mine Squadron 2.—Burns, Ludlow, Whippoorwill, Pearl Harbor, T. H.; Tanager, Tutuila, Samoa.

Train Squadron 1.—Antares, Norfolk; Brazos, Boston; Bridge, New York Yard; Mercy, Philadelphia; Vestal, New York.

Train Squadron 2.—Arctic, at Mare Island; Kanawha, San Diego; Cuyama, to Bremerton; Medusa, at San Diego; Relief, at San Diego; Neches, Bremerton, Wash.

### FORCES IN ATLANTIC

#### SCOUTING FLEET

Vice Adm. J. S. McKean, Commander

#### Battleship Division

Utah, Boston; Wyoming, at New York; New York, at Norfolk; Arkansas, at Philadelphia, Pa.; Florida, at Boston, Mass.; Texas, at Norfolk, Va.

Light Cruiser Divisions.—Cincinnati, Milwaukee, Richmond, New York, N. Y.; Marblehead, Boston, Mass.; Trenton, Philadelphia, Pa.; Raleigh, Boston; Memphis, Philadelphia; Detroit, Boston, Mass.

Destroyer Squadrons.—Billingsley, Concord, Converse, Dallas, Whitney, Dale, Flusser, at Philadelphia; Breck, Barker, Isherwood, Lardner, Toucey, Sharkey, at Norfolk; Borie, Dobson, John D. Edwards, New York Yard; Childs, King, McFarland, Overton, Putnam, James K.

Paulding, Sturtevant, at Boston, Mass.; Bainbridge, Goff, Hopkins, Hatfield, Humphreys, Reuben James, Kane, Lawrence, and Williamson, New York, N. Y.; Brooks, Barry, and Tracey, at Guantanamo, Cuba; Smith-Thompson, Whipple, at Norfolk; Gilmer, New York; Sands, New York Yard; Reid, Philadelphia; Case, Norfolk; Worden, Philadelphia, to Guantanamo.

Aircraft Squadrons.—Wright, at Hampton Roads; Patoka, at Port Arthur; Sandpiper, at Norfolk, Va.; Teal, Hampton Roads.

### CONTROL FORCE

Rear Adm. H. H. Christy

U.S.S. Camden (F.), at New London, Conn.

Mine Squadron 1.—Shawmut, Philadelphia, Pa.; Maury, Mahan, Lark, Mallard, to Lewes, Del. Submarine Divisions.—N-1, N-3, S-1, S-3, New London; S-49, S-50, Bushnell (F.), at New London, Conn.; S-10, S-13, S-12, at Portsmouth, N. H.; S-11, Portsmouth, N. H.; S-18, at Boston, Mass.; S-20, at Provincetown, Mass.; S-19, at Newport, R. I.; S-21, S-22, S-23, at Portsmouth, N. H.; O-4, O-7, O-10, Taboga Island; O-1, O-2, O-3, O-8, O-9, O-6, S-42, S-43, S-44, S-45, S-46, Coco Solo, to Peris Islands; S-47, Newport, R. I.

### U. S. ASIATIC FLEET

Adm. C. S. Williams, Commander-in-Chief  
Flagship, Huron

Send mail to Asiatic Station via Postmaster, Seattle, Wash.

Abarenda, to Cavite; Asheville, Tsingtao, China; Elcano, at Ichang; Gen. Alava, at Manila; Isabel, at Hankow, China; Jason, at Olongapo, P. I.; Huron, at Manila; Monocacy, at Aansien, China; Palos, to Luchow, Pampanga, to Canton, China; Pecos, Shanghai; Penguin, at Shanghai, China; Pigeon, at Nan-king; Sacramento, Hongkong, China; Villalobos, at Changsha, China; Helena, Canton, China; Heron, Olongapo, P. I.

Destroyer Squadron.—Black Hawk at Manila, P. I.; Bulmer, Ford, at Manila, P. I.; McCormick, Shanghai; Edsall, Hulbert, Noa, Shanghai; Parrott, at Manila; Paul Jones, Peary, at Manila, P. I.; Pillsbury, Pope, Preble, Pruitt, Sicard, Truxton, Wm. B. Preston, at Manila, P. I.; Simpson, Tsingtao; Stewart, at Manila, P. I.; McLeish, Chefoo, China.

Submarine Division.—Beaver (tdr.), at Cavite, P. I.; S-30, S-31, S-32, S-34, S-35, at Cavite, P. I.; Canopus (tdr.), S-36, S-37, S-38, S-39, S-40, S-41, at Manila, P. I.

Mine Detachment.—Rizal (F.), to Cavite, P. I.; Bittern, Cavite, P. I.; Finch, at Cavite, P. I.; Hart, at Cavite, P. I.

### NAVAL FORCES, EUROPE

Vice Adm. Roger Welles, Commander

Pittsburgh (F.), Barcelona, Spain; Scorpion, at Trieste, Italy; Bruce, Cete, France; Chas. Ausburne, Barcelona, Spain; Coghlan, Lamson, at Beirut, Syria; Preston, at Barcelona; Osborne, Barcelona, Spain.

### MISCELLANEOUS

Chaumont, Honolulu to Guam; Hannibal, to Key West; Nokomis, Cardenas, Cuba; Henderson, Port au Prince, Haiti; Mayflower, Washington, D. C.; T-3, New York Yard.

### SPECIAL SERVICE SQUADRON

Send mail in care of Postmaster, N. Y. City, Denver, at Arica, Chile; Galveston, Cape Mala, Panama; Cleveland, Balboa, C. Z.; Rochester, Callao to Balboa, C. Z.; Tulsa, Salinas Bay, Nicaragua.

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# SOCIAL HAPPENINGS IN THE SERVICES

**ANNOUNCEMENTS of Personals, Entertainments, Engagements, Weddings and Births requested. Photographs of brides are invited for publication.**  
Address Society Editor, ARMY AND NAVY JOURNAL, 1523 L Street N.W., Washington, D. C.

## PERSONALS

Brig. Gen. Michael J. Lenihan, U.S.A., and Mrs. Lenihan, and Col. Manus McCloskey, U.S.A., and Mrs. McCloskey, are invited to be the guests of honor at a dinner at the Army and Navy Club of Chicago on Dec. 12, given by Maj. Gen. George H. Harries, the president of the club.

Comdr. T. A. Kittenger, U.S.N., was detached from command of Destroyer Division 35 Dec. 7, and Comdr. J. W. Lewis assumed temporary command of the division.

Col. and Mrs. Henry L. Kinnison, U.S.A., will be with Lt. and Mrs. Francis E. Gillette, U.S.A., until after the New Year, at No. 15, Main Post, Presidio of San Francisco.

Capt. and Mrs. John E. Copeland, U.S.A., who were at the Hotel Astor, have sailed for San Francisco via Panama. They will spend several months visiting in California before returning to Ft. Howard, Md.

Mrs. Cass, wife of Dr. William E. Cass of Vancouver, Wash., has arrived at Langley Field, Va., to spend the winter with her son-in-law and daughter, Maj. and Mrs. Oscar Westover, U.S.A. Mrs. Cass will be a delegate from the Vancouver, Wash., Chapter to the D. A. R. convention.

Col. and Mrs. J. H. Bigley, R.C., introduced their daughter, Miss Alice King Bigley, to society at a large tea given on Nov. 27 at the residence of Col. and Mrs. Bigley, at 445 Westminister Ave., Elizabeth, N. J. Many Army friends were guests at the tea.

Mrs. Paul W. Blanchard, wife of Chief Musician Blanchard, U.S.A., Ret., entertained several friends and relatives at a Thanksgiving dinner party given at her home on Walker Ave., Highland Park, Ill. The out-of-town guests were Mr. and Mrs. J. E. McCormick and daughter, Miss Emma McCormick, of Aurora, Ill.

Col. and Mrs. James W. Furlow, U.S.A., and daughter, Margaret Furlow, have returned to Washington, D. C., from a six month's sojourn in Florida and the Blue Ridge Mountains, Md., and have taken an apartment at the Penthly, 1812 K St., N. W., for the winter. Margaret Furlow has entered Friends School for this term.

Col. and Mrs. J. L. Gilbreth, U.S.A., of Battery Park, Md., have returned home after spending several days at the Hotel Astor, New York. They also attended the Army-Navy football game and gave a dinner party at the Hotel Astor for their son, Cadet Joseph Howard Gilbreth, who was with the West Point football squad.

Mr. Jerry M. Hilborn, of New York City, is among the best known riflemen in the United States, and during his various competitions is accompanied by his wife who takes a great interest in shooting matches. During the past shooting season Mr. Hilborn made the highest total score for the Spencer, Palma and Eastern Individual Matches by carrying away the honors of the Individual Grand Aggregate Match at Sea Girt, N. J. His score was 568-575, and was a record score for this competition. Mr. Hilborn is an executive of the Roosevelt Rifle Club of New York City.

Mrs. L. L. Lampert, who has been very ill since March and has been in William Beaumont Hospital at El Paso, Tex., has joined Major Lampert at Ft. Sam Houston, their new station. Although Mrs. Lampert is still confined to her bed she is improving and it is hoped that in a short time she will be entirely well.

Reports continue most encouraging from Col. John Porterfield Spurr, C.A., U.S.A., who is ill in Letterman General Hospital, San Francisco. Colonel Spurr fractured his skull as a result of a recent fall down the concrete steps in front of his quarters at Fort Winfield Scott. His condition has been most critical but his many friends will rejoice to know that there is now every hope of his recovery.

Mrs. Maurice Piper, daughter of the late Lt. Col. Edgar W. Howe, is visiting Col. and Mrs. Gilbreth at Battery Park, Md. She is enroute to join her husband at San Domingo. Mrs. Piper is a member of a well known Army and Navy family.

Capt. and Mrs. E. B. Wharton have as their house guests at Ft. Mills, P. I., Mrs. G. W. Hovey and daughter, Valeria, from Ft. Kamehameha, Hawaii. They will visit until Dec. 20.

The opening dinner dance of the series of social events for the commissioned personnel of the Quartermaster Corps sta-

tioned in Washington, D. C., was held at Washington Barracks, D. C., on Dec. 9. It was largely attended and highly enjoyed.

A number of large dinners at which officers of the corps will entertain service and civilian friends have been arranged. Maj. Gen. W. H. Hart, Quartermaster General of the Army, will be the host at a dinner of 40, the chiefs of the War Department branches and bureaus being among the guests. Col. G. M. Grimes, Q.M.C., on duty with the Quartermaster Corps will be the host at a dinner of 20, and Col. F. W. Van Dyne, Q.M.C., is entertaining for 12.

Rear Adm. Philip Andrews, U.S.N., commandant of the 1st Naval District, spoke on "experiences while in command of Naval Forces in European Waters," at the smoker of the Greater Boston Chapter, Military Order of the World War, on Dec. 11. There was also a moving picture film on "The Life of Riley," showing horsemanship at the Cavalry School at Fort Riley.

Maj. Gen. George Barnett, U.S.M.C., Ret., has been reelected chairman of the District of Columbia Chapter of the American Red Cross.

Maj. Gen. Henry T. Allen, U.S.A., Ret., who was in command of the American forces in Germany after the Armistice, was presented an honorary degree of doctor of medicine by the University of Frankfurt at ceremonies in Washington, D. C., Dec. 5, at the German Embassy. The degree, in recognition of the drive conducted by General Allen in this country for relief for German women and children, was conferred by Baron Maltzan, the German Ambassador.

Maj. Gen. C. S. Farnsworth, U.S.A., Ret., former Chief of Infantry, has purchased a home at 430 East Las Flores Drive, Altadena, Calif., where Mrs. Farnsworth, he and their son, Robert, will make their permanent residence. Mrs. Farnsworth has been seriously ill in Letterman Hospital at San Francisco, Calif., since the middle of September, but is now much improved and will probably be able to go home this month. General Farnsworth is with her at Letterman Hospital.

Chaplain Thomas J. Dickson, U.S.A., of Washington, left Washington Dec. 9 for a southern tour during which he will deliver a number of addresses before educational and civic organizations including Universities of Georgia and Alabama. While in Birmingham he will speak before Zamora Shrine Temple and Scottish Rite Masons.

Lts. H. H. Shinn, E. A. Daus and L. N. Hart have been found qualified for promotion to the rank of Lt. Comdr., Medical Corps, U.S.N.

Comdrs. F. L. Benton and R. E. Stoops, both Medical Corps, U.S.N., will exchange stations. Comdr. Benton will go to the U.S.S. Maryland and Comdr. Stoops will go to the Naval Hospital, at Newport, R. I.

Brig. Gen. Preston Brown, U.S.A., who has been selected for appointment as major general to fill the vacancy caused by the retirement of Maj. Gen. Andre W. Brewster on Dec. 9, 1925, was awarded the D.S.M. for exceptionally meritorious and distinguished services on the battle line in France as Chief of Staff of the 2nd Division. General Brown, it is interesting to note, entered the Army as an enlisted man, joining Battery A, 5th Artillery, as a private, Sept. 1, 1896. His first commission was that of 2nd lieutenant of infantry, March 2, 1897. During the World War he served as a temporary brigadier general. He was made a permanent brigadier general to date from April 28, 1921. At the time of his appointment to major general, General Brown was the fourth ranking brigadier general and in his present appointment he has been jumped over Brig. Generals John D. Barrette, Eli A. Helmick, who is the present inspector general and ranks as major general while holding his present office, and Dwight E. Aultman. General Brown is a graduate of the Army War College and of the Army Staff College, and is also an honorary graduate of the Army School of the Line. He holds the degrees of A.B., '92, and M.A., '20, Yale College. He was born in Kentucky Jan. 2, 1872.

## ENTERTAINMENTS

Announcement was made this week of a series of subscription dances which will be given in Washington during the win-

ter season at 2400 Sixteenth Street, N. W., the first of which will be held on Dec. 28. The remaining three dances will be held on Jan. 23, 1926, Feb. 13, 1926, and Apr. 17, 1926.

Officers of the Ordnance Department stationed in the vicinity of Washington have been invited to subscribe to these dances. They will be given under the patronage of a committee of which Mrs. J. W. Joyes is executive, consisting of the following: Mrs. C. C. Williams, Mrs. Col. L. H. Ruggles, Mrs. J. W. Joyes, Mrs. W. H. Tschappat, Mrs. J. E. Munroe, Mrs. L. B. Moody, Mrs. T. A. Clark, Mrs. C. T. Harris, Jr., Mrs. H. B. Jordan, Mrs. Townsend Whelen, Mrs. C. G. Mettler, Mrs. J. B. Rose, Mrs. P. J. O'Shaughnessy, Maj. C. T. Harris, Jr., O.D., is in charge of the music; Maj. C. G. Mettler, O.D., is chairman of the floor committee, while Maj. R. L. Maxwell, O.D., is treasurer.

## BIRTHS

CASEY.—Born at Station Hospital, Ft. Leavenworth, Kans., Nov. 30, 1925, to Lt. and Mrs. John Hugh Casey (C.E.), U.S.A., a son, Hugh Boyd. Mrs. Casey is staying with her parents, Col. and Mrs. R. B. Miller (M.C.), U.S.A., for the winter.

GRACE.—Born at Red Bank, N. J., on Nov. 12, 1925, to Maj. and Mrs. Joseph J. Grace (S.C.), U.S.A., a son, John Robert.

JACKSON.—Born at Jeffersonville, Ind., on Nov. 28, 1925, to Lt. and Mrs. Arthur A. Jackson (Q.M.C.), U.S.A., a daughter, Alice Jane.

McILHENNY.—Capt. and Mrs. James L. McIlhenney, 16th F.A., U.S.A., announce the birth of a daughter, Patricia Jean, on Dec. 5, 1925, at Walter Reed General Hospital, Washington, D. C.

ROBINSON.—Capt. and Mrs. Henry W. Robinson, 11th Inf., U.S.A., announce the birth of a son, Henry William, Jr., at Methodist Hospital, on Nov. 25, 1925, at Indianapolis, Ind.

SEIFERT.—Capt. and Mrs. Charles W. Seifert, Inf., U.S.A., announce the birth of a son, John Fowler, at Fort Benning, Ga., Nov. 16, 1925.

## ENGAGEMENTS

STANTON—LAYNG.—Mrs. James Dawson Layng, Jr., of New York City, announces the engagement of her daughter, Louisa Vivian Layng, to Cadet Walter C. Stanton, of Philadelphia. The wedding will take place after the graduation of Cadet Stanton from West Point in June.

## WEDDINGS

COUSINS—O'CONNOR.—Miss Joan Elizabeth O'Connor, daughter of Mr. and Mrs. Thomas O'Connor, and Maj. Ralph P. Cousins, U.S.A., now stationed in Washington, D. C., were married in the rectory of St. Mary's Church, Waterford, N. Y., Nov. 21, 1925. The Rev. Edmund A. O'Connor, of Little Falls, uncle of the bride, performed the ceremony. The bride's gown of blush pink beaded chiffon was a two-piece design with a court train of silver cloth lined with pink chiffon falling from the shoulder. Her veil was of pink tulle held by a coronet of silver tissue and a chin strap of pearls. She carried a bouquet of lilies of the valley with a shower of silver ribbons. Miss Florence Margaret O'Connor acted as maid of honor. The bride's first attendants were Mrs. Gerald W. O'Connor and Miss Annabel Marie Gallagher. The ring bearer was Miss Ann Smith. Maj. Hubert R. Harmon acted as best man. Three hundred guests attended the reception at the O'Connor residence. After Jan. 1 Major and Mrs. Cousins will reside at Wardman Park Hotel, Washington, D. C.

DE LUSTRAC—REID.—Miss Helen Reid, daughter of Mr. and Mrs. Fergus Reid, of Norfolk, Va., was married on Nov. 24, 1925, to Baron Jean de Lustrac, a lieutenant in the French Army. The ceremony was performed in Christ Church by the rector, the Rev. Dr. Francis C. Steinmetz, S.T.D. The bride, who was given in marriage by her father, wore a gown of white georgette over satin embroidered with pearls, made with long, tight-fitting sleeves and a court train of satin with inserts of georgette, which were also embroidered with pearls. Her veil

was of tulle, and she carried a white prayer book showered with lilies of the valley. Miss Mable Chamberlaine Burroughs was the bride's only attendant. Lt. William Chamberlaine Coe, U.S.A., a cousin of the bride, was the best man. The bridegroom wore the French cavalry full dress uniform of horizon blue with decorations, and Lieutenant Coe wore the full dress uniform of the U.S. Army. General Dumont, French military attaché, who wore the French cavalry full dress uniform, with decorations, was one of the prominent out-of-town guests who attended the wedding.

ENGELHART—SCHULTZ.—Miss Mary Catherine Schultz, of Ft. Shafter, was married to Lt. E. Carl Engelhart, of Ft. Ruger, on Nov. 4, 1925, only the immediate relatives being present. The ceremony took place in Col. and Mrs. Schultz's quarters, Chaplain Mylon D. Merchant reading the Episcopal marriage service. Miss Schultz, who was given in marriage by her father, was becomingly gowned in a gray ensemble traveling suit with a close fitting hat to match and carried a large bouquet of sweetheart roses and forget-me-nots. The only people present were Col. and Mrs. Schultz, Miss Margaret Turnbull, and Lt. Engelhart's sister, Miss Lottie Engelhart. Before coming to Honolulu in June Miss Schultz lived in Washington, D. C., where she was one of the popular members of the young Army set and also a student of the Felix Mahoney Art School. Lt. Engelhart is a graduate of the U.S.M.A., at West Point, class of 1920. He is the son of Mr. and Mrs. J. C. Engelhart, of Richmond Hill, N. Y.

FELLERS—DYSART.—The wedding of Miss Dorothy Ross Dysart, daughter of Mr. and Mrs. Birney L. Dysart, of Cincinnati, Ohio, and Lt. Bonner F. Fellers, C.A.C., U.S.A., took place in the apartment of the bride's parents at the Hotel Commodore, New York City, Nov. 23, 1925, the Rev. C. E. Wheat, chaplain of the U.S.M.A., officiating. The bride's only attendant was her sister, Mrs. Earl T. Bush, of Hartford, Conn. The bride was attired in a beautifully simple white satin frock fashioned with a bodice waist, circular skirt, and flowing crepe sleeves. She carried a bouquet of roses and orchids. The best man was Mr. Leon Dunn, a classmate of the groom. Following the ceremony, Mr. and Mrs. Dysart were hosts at a dinner given in the Red Room of the hotel. After a brief honeymoon journey Lt. and Mrs. Fellers will make their home at West Point, where the groom is stationed.

FISHER—DROOSTEN.—Mr. and Mrs. Edgar Wilhelm Droosten announce the marriage of their daughter, Eda Wilhelm, to Lt. Henry Granville Fisher, A.S., U.S.A., on Dec. 1, 1925, at St. Mark's Church, San Antonio, Tex. Lt. and Mrs. Fisher will be at home after Dec. 15 at Kelly Field, San Antonio, Tex.

FROST—MILLARD.—The wedding of Lt. (j.g.) Daniel A. Frost, U.S.N., and Mrs. Lois Montague Millard took place on Nov. 7, 1925, at Philadelphia, Pa. Lt. and Mrs. Frost will be at home after Dec. 15, at Laurel Inn, Lakehurst, N. J.

GARDNER—BUDEKE.—Mr. and Mrs. George Milton Budeke announce the marriage of their daughter, Estelle Lenore, to Ens. Robert Neal Gardner, U.S.N., on Oct. 31, 1925, at San Francisco, Calif.

HAYDEN—TROY.—A quiet wedding took place in New York on Nov. 28, 1925, when the marriage of Lt. Comdr. Reynolds Hayden, M.C., U.S.N., and Miss Helen Troy, of Baldwin, Md., was solemnized. The ceremony was performed at St. Ignatius Church on Park Ave., Father John J. Laherty, a former Navy chaplain and a personal friend of the bride and groom, officiating. Mrs. R. B. Troy, sister-in-law of the bride, was matron of honor, and Lt. Col. Herbert B. Hayden, U.S.A., Ret., was best man.

McLAUGHLIN—MALLORY.—Mrs. Lowry Mallory, of Anniston, Ala., announces the marriage of her daughter, Martha, on Nov. 17, 1925, to Lt. Edward D. McLaughlin, 8th Inf., U.S.A., now stationed at Fort Screven, Ga.

SCHLATTER—BERTRAND.—The marriage of Lt. David M. Schlatter, A.S., U.S.A., and Miss Lorraine Bertrand, daughter of Mrs. Annie Oge Wicks, was solemnized Nov. 5, 1925, at Travis Park Methodist Church, San Antonio, Tex.

(Continued on page 365)



## OBITUARIES

Announcements of deaths should be addressed to Editorial Office, Army and Navy Journal, 1523 L St. N. W., Washington, D. C.

**CHASE.**—Mrs. Pauline Emily Chase, wife of Capt. John A. Chase, 11th F.A., U.S.A., died at Schofield Barracks, H. T., Nov. 3, 1925. She was born at Marion, Md., Jan. 1, 1892, the daughter of William Scarborough Richardson and Ella Hall Richardson. She was educated at Western Maryland College, and married at Captain Chase in Baltimore on June 16, 1921. Besides her husband she is survived by three brothers, William A. Richardson, of New York City; Newman C. Richardson, of Washington, D. C.; and Greenfield R. Richardson of Asherton, Tex.; and by three sisters, Mrs. Oliver S. Horsey of Crisfield, Md., and Mrs. P. M. Cagle and Miss Agnes Richardson of Kew Gardens, Long Island. Funeral services were held in Honolulu November 4 and interment was arranged at Arlington.

**DILLINGHAM.**—Rear Admiral Albert C. Dillingham, U.S.N., retired, who died at his home at Norfolk, Va., Dec. 7, 1925, was a veteran of the Civil War, and before being appointed to the United States Naval Academy in 1865 he had previously served a little over a year in the 7th Pennsylvania Volunteers, and was in active operations at Antietam and other points in Virginia, Maryland, and Pennsylvania. He was graduated from the U.S.N.A. in 1870. His first assignment was to the Plymouth on the European station. While he was in temporary command of the Nashville on May 11, 1898, after Comdr. Washburn Maynard had been wounded, during the engagement at Cienfuegos, Cuba, the Nashville ran close in shore, and, under a heavy fire from the infantry, covered retreating cable-cutting boats. For this service Admiral Dillingham was advanced two numbers on the Navy List. Later in 1898 he was assigned to the battleship Texas. He also, among other duties, commanded the Detroit, the Franklin, and the naval station at Norfolk, and was superintendent of the Naval Training Service. In 1904 he was instrumental in arranging the peace protocol between the insurgents and San Dominican government. Again in 1905 he was ordered to San Domingo on similar duties and was successful. He was one of the originators of the scheme for the retirement of the enlisted men and was a strong advocate for graded retirement of the enlisted personnel. Admiral Dillingham was retired for age June 3, 1910.

**HOGARTY.**—Capt. Michael J. Hogarty, U.S.A., retired, the sixth oldest officer in the Army, died at his home, National City, Calif., Nov. 21, 1925. Captain Hogarty was born in Ireland April 19, 1835. He enlisted during the Civil War as a private in Co. I, 141st N. Y. Volunteer Infantry, and rose to the rank of first lieutenant in that command, being mustered out June 8, 1865. He entered the Regular Army as a first lieutenant, 42nd Inf., in October, 1866. He was retired Dec. 15, 1870, for wounds received in battle. Captain Hogarty besides serving in the Civil War took part in Indian Wars. He had a very remarkable experience when he was wounded at the battle of Resaca, Ga., in the Civil War. At that time a rifle ball entered his left eye, and he was left on the battlefield as dead. He was later, however, found and taken to the hospital where he recovered sufficiently to again enter the service. The rifle ball in his head had caused him great suffering and finally in 1870 he was retired on account of the wound, and it was not believed that he could live more than two years. In 1890 he underwent an operation for the removal of the bullet, which had worked down into the soft pallet, and considerable of it was removed. A few years following the operation a fragment of the bullet still remaining came out with no operation. Captain Hogarty had a very fine farm at National City, Calif., where his home was always open to guests.

**JACKSON.**—Capt. Orton P. Jackson, U.S.N., died in the Roosevelt Hospital, New York City, N. Y., after a brief illness. He leaves a wife, Mrs. Jessica Godfrey Jackson, a son, who is in his first year at Harvard, and two brothers, M. G. H. Jackson, of Marquette, Mich., and Capt. E. S. Jackson, U.S.N. Captain Jackson was born in Pennsylvania Aug. 25, 1873, and entered the Navy in May, 1899. He was awarded the Naval War College diploma and the Distinguished Service Medal. He had performed over 21 years of sea service and was last in command of the Naval Training Station, Newport, R. I. The interment was in Arlington, Dec. 7, with the usual naval honors. The honorary pall bearers were: Rear Admirals H. A. Wiley and C. C. Bloch, Capt. J. R. Y. Blakely, W. R. Gherardi, Frank H. Clark, Col. F. E. Evans, U.S.M.C., and Lt. Comdr. C. F. Greene, U.S.N.

**LYNN.**—The remains of the late Maj. Daniel D. Lynn, U.S.A., whose death occurred during 1895, were disinterred, and on Dec. 2, 1925, were reburied in Arlington National Cemetery. Major Lynn, who was appointed from Indiana, graduated from the U.S.M.A. in 1860. He was commissioned in the Infantry, served through-

out the Civil War, and resigned to enter civil life in 1870. Mr. Harry Lynn, Chicago, Ill., and Maj. Clark Lynn, A.G.D., U.S.A., Ft. Hamilton, N. Y., sons of Major Lynn, were present at the reburial ceremony.

**MERDINGER.**—Sgt. Maj. George Merdinger, U.S.A., retired, husband of Mrs. Lydia Cutchin Merdinger, of Gloucester Point, Va., who died at the Elizabeth Buxton Hospital, Newport News, Va., Aug. 12, 1925, formerly served with Company H, 21st Inf., and was retired in Apr., 1903, after service of 31 years. Notice of his death was sent to us this week. He took part in the Battle of Santiago, Cuba, and was awarded a Certificate of Merit for his bravery. He also served in the Philippine insurrection and was awarded the Distinguished Service Medal. He was also awarded a Certificate of Merit for Philippine service and received the Indian War Medal.

**STUART.**—Walker Stuart, son of Col. and Mrs. George Washington Stuart, passed away at Washington, D. C., Nov. 27, 1925, aged 13 years and 11 months. Interment was in the National Cemetery. The pall bearers were: Col. Charles Lukin, Eben Swift, and William Austin, Maj. Edward Tarbutton, Capt. Charles Ogden, and Capt. Carl C. Anderson. The service was in the Episcopal Church, Bishop Capers officiating. The deceased was the grandson of Col. and Mrs. J. M. T. Partello.

## MILITARY CLUBS AND SOCIETIES

**ASSOCIATION OF ARMY OF THE UNITED STATES.**—The Denver (Colo.) sector of the Association of the Army of the United States have just elected the following officers for the ensuing year: Lt. Col. James E. Shelley, Q.M.C. (D.O.L.), president; Maj. David P. Wood, Inf. (D.O.L.), secretary; Capt. Walter McComb, Inf.-Res, treasurer; Lt. Ted Symon, first vice-president; Maj. George A. Bennet, second vice-president; and Lt. Col. William E. Gunther, third vice-president. After the officers were installed Col. W. C. Brown, U.S.A., retired, gave a most interesting talk concerning the punitive expedition into Mexico in 1916.

**N. C. O. CLUB, GOVERNORS ISLAND.** N. Y.—Noncommissioned officers on duty at Governors Island, N. Y., have organized a club with the following officers: Col. Stanley H. Ford, 16th Inf., honorary president; Master Sgt. James J. Ward, 16th Inf., president; 1st Sgt. George E. Hickman, Hq. Co., 16th Inf., vice-president; 1st Sgt. George Sproesser, Serv. Co., 16th Inf., financial secretary; Staff Sgt. Nile Evans, 16th Inf., secretary; Master Sgt. Joseph Flaherty, A.B.U.S.D.B., treasurer.

The club recently gave an entertainment and dance which was attended by 300 guests. The principal address of the evening was made by Colonel Ford, his subject being "The Noncommissioned Officer." Among the guests present were "Mother Davison," Miss Emma Steiner, American operatic composer and orchestra leader, and Miss Gertrude Ederle, noted swimmer.

**NATIONAL COMMITTEE, SOJOURNERS' CLUB.**—The committee of 33 of the National Sojourners' Club will meet in Washington, D. C., Jan. 13, at the Mayflower Hotel, for the purpose of acting upon many important recommendations. This committee is composed of the following:

Col. John T. Axton, national chaplain; Brig. Gen. Chauncey B. Baker, U.S.A.; Capt. N. J. Blackwood, U.S.N.; Maj. Reynold E. Blight, 33d; Col. Jos. Henry Colyer, Jr.; Admiral R. E. Coontz, U.S.N.; Capt. John I. Cowles, 33d; Capt. Walter A. Dumont; Maj. Gen. Amos A. Fries, U.S.A.; Rear Admiral Luther E. Gregory, U.S.N.; Admiral Reynold T. Hall, U.S.N.; Mr. Gen. C. C. Hammond; Maj. Gen. Mark L. Hersey, U.S.A.; Col. Odus C. Horney; Col. Charles E. Jaques; Maj. Geo. F. Lee; Maj. Gen. John A. Lejeune, U.S.M.C.; Col. B. J. Lloyd, USPHS; Col. Russell P. Reeder, 33d; Col. Carl Reichmann, U.S.A.; Brig. Gen. George Richards, U.S.M.C.; Maj. Gen. George C. Rickards, 33d; Lt. Comdr. J. D. Robnett, U.S.N.; Judge James B. Ruhl, 33d; Maj. Gen. Wendell C. Neville, U.S.M.C.; Lt. Jesse Sharpe, 33d; Capt. William A. Sherman; Capt. J. Hugo Tatsch; Capt. Geo. F. Unmacht, C.W.S.; Col. C. Van Deventer, 33d; Maj. Gen. Kenzie W. Walker, U.S.A.; Col. Perry W. Weidner, 33d; Judge J. A. Whitcomb; Col. Herbert A. White, 33d.

**ARMY ORD. ASSOCIATION.**—During the past week Brig. Gen. Colder L.H. Ruggles, U.S.A., chief of Manufacture, office of the Chief of Ordnance, made two addresses in Cincinnati, Ohio. He addressed the Cincinnati Chamber of Commerce on Dec. 8, his subject being industrial mobilization. On Dec. 10, General Ruggles made the principal address at the inauguration of the Cincinnati post of the Army Ordnance Association, which held a joint meeting with the Cincinnati Chapter of the American Society of Mechanical Engineers. The Hon. Benedict Crowell, of Cleveland, president of the Army Ordnance Association, presented the charter to the post.

## AIR CADETS SOUGHT

Seventy-three enlisted students, it was announced by the War Department this week, will be selected in the immediate future from 15 Air Service stations to attend the 1926 courses of instruction which will be given at the Air Service Technical School, Rantoul, Ill. The seven courses which will be given to the enlisted students are: Airplane mechanics, armorers, crew chiefs, engine mechanics, general mechanics, photography, and radio machinist and operators. The selection of these students will be made by the corps area commanders.

**RESERVE OFFICERS OF CONNECTICUT FORM ASSOCIATION.**—A chapter of the Reserve Officers' Association of the United States has been formed in Bridgeport, Conn., and will receive its charter on January 1 next, with due formality. It has 76 members at this writing with other new members joining weekly. Lt. Col. Rex Delacour, commanding the 418th Infantry, who served with the A.E.F., was very active in forming the new unit. Officers who have been elected for the ensuing year are: Capt. G. S. Griggs, Inf-Res, president; Maj. Edward L. Barlow, Qm-Res, vice-president; Capt. James E. Murphy, Inf-Res, secretary; and First Lt. Edward F. Hall, Sig-Res, treasurer. The Coast Artillery branch is well represented in the executive committee by two members, Maj. Theodore H. Beard, 601st C.A. (Ry.) and First Lt. Vernon S. Morehouse, 543d CO (AA). The other members of that committee—which, by the way, is composed of the chairmen of all the standing committees—are Major Delacour, First Lt. W. Parker Seeley, AS-Res, and Second Lt. Vincent L. Sexton, AS-Res.

The members of the new chapter are lending their assistance at present to securing an air port at Bridgeport, to be maintained by the state and city. With Governor Trumbull himself, as an enthusiastic follower, and Senator Bingham, who is also an A.E.F. veteran of the Air Service, actively interested in the program, the success of the efforts to get an air port seems assured. The chapter has arranged to hold a program of monthly gatherings followed by an entertaining feature of military interest.

**SUMMER TRAINING ACTIVITIES OF 1925 SHOW HIGH PERCENTAGE FOR NATIONAL GUARD.**—The outstanding feature of the summer training activities of 1925 as shown by the official figures of the War Department, was the very complete attendance of the National Guard. This component of the Army of the United States reported to summer camps with 84.3 percent of its total strength. There were 10,820 officers and 151,530 enlisted men who completed the encampment period. In the nine corps areas, which comprise the subdivisions of War Department jurisdiction in continental United States, the 2nd Corps Area—embracing the states of New York, New Jersey and Delaware—carried off the honor of first place. In this corps area a total of 94.5 percent of the commissioned and enlisted personnel of the National Guard were in attendance at summer training camps.

In the Organized Reserves a total of 10,390 officers and 469 enlisted men received instruction in summer training during the past few months. This means that 11.1 percent of the total strength of Organized Reserves were given training at camps.

These figures do not include any of the summer training activities conducted in Hawaii, the Philippines or Panama Canal Zone. In these parts there are many reserve officers and in the Hawaiian Islands there are strong National Guard units.

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## POSTS AND STATION

### CANAL ZONE NOTES

**COL. AND MRS. PYLES** were hosts recently at a bridge dinner for 22 guests.

Col. and Mrs. Totten, of Quarry Heights, entertained at dinner for Col. and Mrs. Jewell and Maj. and Mrs. Clarke, later taking their guests to the boxing bouts at Ft. Clayton.

Major and Mrs. Ervin, of Ft. Davis, gave a dinner in honor of Col. and Mrs. Hearn, who will leave for the States soon.

Comdr. and Mrs. Molten, of Coco Solo, were recent hosts at a buffet supper for about 15 guests.

Capt. and Mrs. Phillips entertained with a bridge supper in Ft. Amador, for about 24 guests.

Col. and Mrs. Morris, of Quarry Heights, were hosts at a bridge dinner for about 24 guests.

Following the division inspection at Ft. Clayton Col. Heavey entertained the visiting officers at luncheon, the guests being Gen. Lassiter, Gen. Martin, Gen. and Mrs. Simonds, Lts. Kelly and Dusenbury. In the afternoon the officers and ladies of the post were invited to a reception to meet the visiting officers.

Gen. Martin and his staff were the guests of honor at a dinner given by President Chiari, of Panama. Governor Walker, Gen. Lassiter, Gen. Harts, Adm. Day and Col. Burgess were also among those invited.

Col. and Mrs. Rigby, of Quarry Heights, recently complimented Mrs. Tyler, of Ft. Davis, with a bridge dinner.

Mrs. Tomb, of Balboa Heights, gave a farewell luncheon in honor of Mrs. Clyde West.

Mrs. Easum, of Corozal, entertained with a bridge luncheon in honor of Mrs. Yoder. Mrs. Yoder will leave for the States early this month.

Capt. and Mrs. Moore were complimented with a bridge dinner by Capt. and Mrs. Hesner, of Corozal.

There were a number of dinners given before the Ft. Amador hop at the Century Club among which was that given by Capt. and Mrs. Schofield for about 30 guests. Lt. and Mrs. McFadden were also dinner hosts. Col. and Mrs. Woodruff, of Quarry Heights, entertained with a farewell dinner for Mrs. Clyde West.

Mrs. H. E. Shoemaker was the guest of honor at a luncheon given by Mrs. Wuest, of Ft. Amador.

The bachelor officers of Ft. Davis entertained with a dinner at the Strangers Club in honor of Col. and Mrs. Hearn.

Capt. and Mrs. Gilhus, of Ancon, gave a farewell dinner for Capt. and Mrs. Moore, taking their guests later to the hop at the Union Club.

The bachelor officers of France Field entertained with a dinner at the Hotel Washington in honor of Lt. Upston who has left for his new station.

Mrs. Tomb, of Balboa Heights, complimented her house guest, Mrs. Sansord Bull, of Waterbury, Conn., with a tea.

Gen. Lassiter was a dinner host in Quarry Heights for 27 guests.

### SAN ANTONIO, TEX.

**MRS. WALLACE DE WITT** entertained with an afternoon tea complimenting the wives of the young medical officers on the post, Mmes. M. G. Ringer, O. M. Raines, L. D. Moore, A. B. Welch, E. W. Billick, J. F. Harrington, C. A. McDowell and B. W. McGuire.

Mrs. Lincoln F. Kilbourne entertained with a charmingly appointed luncheon at the Menger Hotel complimenting Mrs. Ernest Hinds, wife of the commander of the 8th Corps Area.

### FORT RILEY, KANS.

**MISS JEAN MARIE FAIRCLOTH**, of Murfreesboro, Tenn., who has been visiting the post two weeks with Mrs. J. V. McDowell, has left for Ft. Meade, S. Dak., where she will remain several weeks as the guest of Mrs. John Gregg.

Maj. Berkeley T. Merchant will leave Dec. 17 for New York, where he will spend the Christmas holidays.

Miss Virginia Morrison, of Omaha, has arrived to visit her aunt, Mrs. E. L. Gruber.

Lt. Col. Peter J. Hennessey has received orders to report at Ft. Sam Houston, Tex., Dec. 15, for duty as corps area coordinator. Colonel Hennessey has been on duty at the Cavalry School 18 months as director of the department of correspondence.

In compliment to Col. and Mrs. Oliver Hazzard, of Ft. Leavenworth, guests of Mrs. E. E. Booth, a delightful dinner was given by Col. and Mrs. Kerr T. Riggs.

Another attractive affair, which was given for Col. and Mrs. Oliver Hazzard, guests of Mrs. E. E. Booth, was a Mexican dinner at the Polo Bungalow, with Col. and Mrs. William R. Pope as hosts. Miniature Mexican hats formed the place cards.

Maj. and Mrs. Robert M. Cheney honored their house guests, Mr. and Mrs. A. H. Bill, of St. Paul, Minn., with a recent tea. Mrs. E. E. Booth presided at the tea table; assisting were Mmes. T. K. Brown, William Nalle, Walter J. Scott, William M. Grimes, Aubrey Lippincott, and E. M. Barnum. The entire personnel included 50 guests.

Mrs. Aubrey Lippincott entertained with an informal bridge tea in honor of Mrs. Oliver Hazzard, guest of Mrs. E. E. Booth.

Maj. and Mrs. Willis D. Crittenger complimented their house guests, Maj. and Mrs. Wm. Lee Hart with a dinner party Thanksgiving evening.

Among the dinner parties given at the Thanksgiving dinner dance was that given by Maj. and Mrs. T. K. Brown in honor of their house guests, Major and Mrs. Reese.

Col. and Mrs. R. J. Flemming had members of the 6th Cavalry, with whom they have served, as their guests at dinner on Thanksgiving Day.

Complimenting Mrs. A. H. Bill, of St. Paul, house guest of Mrs. R. M. Cheney, Mrs. William Nalle gave a luncheon at the East Wind Tea Room.

Mrs. Booth entertained at the Thanksgiving dinner dance in honor of her guests, Col. and Mrs. Oliver Hazzard.

Mrs. Walter J. Scott gave a dinner recently in compliment to Mr. and Mrs. A. H. Bill.

### NAVAL ACADEMY, MD.

**ENS. AND MRS. WILL S. HAYS**, whose marriage in Washington last week was a complete surprise to everyone, came here after the ceremony and were guests for a few days of the bride's parents, Capt. and Mrs. Sinclair Gannon.

Mrs. John M. Hawley, widow of the late Rear Admiral Hawley, U.S.N., is visiting her granddaughter, Miss Beatrice Anderson, at Annapolis. Mrs. Lesley B. Anderson, Mrs. Hawley's daughter, is in Norfolk, Va., with Commander Anderson. The latter is in command of the destroyer Smith-Thompson, now in Hampton Roads.

Mrs. Riddick, wife of Lt. Comdr. Willard J. Riddick (M.C.), U.S.N., has returned from New York, where she was visiting her sister, Mrs. D. G. Baldwin.

Capt. and Mrs. Harry A. Baldrige entertained at dinner before the first class hop, in honor of Comdr. and Mrs. George W. Kenyon, who are soon to leave for Coronado, Calif.

Mrs. Mackintosh, wife of Lt. Comdr. Kenneth C. Mackintosh, who has been spending a few weeks in New York, will return to Annapolis shortly and spend the Christmas holidays here. Lt. Comdr. Mackintosh, who has recently returned from southern waters, will spend his Christmas leave here.

During the holiday season there will be informal hops in Dahlgren Hall on the afternoons of Dec. 24, 26, 28, 30 and 31. These "informals" are much enjoyed by the midshipmen and their girl friends.

Comdr. and Mrs. Matthias E. Manly have gone to New York, where Commander Manly is now assigned to duty, and will spend the winter there.

### CHANUTE FIELD, ILL.

**Lt. AND MRS. A. H. RICH** and family have returned to the post after an absence of three months spent on leave in the east.

Mrs. A. L. Johnson was hostess recently at a beautifully appointed luncheon, followed by a shower, honoring Mrs. Marhl Welch.

Maj. and Mrs. C. J. Baker were hosts to the following guests at a buffet supper followed by bridge: Lt. Gen. H. Schirmer of the German Army; Capt. and Mrs. O. A. Hansen, Capt. and Mrs. C. B. Bubb, Lt. and Mrs. A. H. Rich and Mrs. L. Felton.

Maj. Wm. C. McChord entertained recently with a delightful dinner followed by bridge and dancing at the Champaign Country Club, honoring Lt. Gen. H. Schirmer of Berlin. Covers were laid for 40 guests.

Lt. and Mrs. L. P. Hickey were recent hosts at dinner followed by bridge, honoring Lt. Gen. H. Schirmer, of the German Army.

Lt. and Mrs. Bushrod Hoppin were hosts to the following guests at a delightful Thanksgiving dinner party: Lts. and Mmes. E. M. Morris, G. E. Grimes, and Lt. W. R. Sweeley.

Lt. and Mrs. A. L. Johnson were hosts at one of the prettiest social affairs of the season when they entertained the entire officer personnel of the post at dinner, followed by bridge in honor of Lt. Gen. Schirmer of the German Army.

Capt. and Mrs. O. A. Hansen were hosts at a dance followed by a buffet lunch honoring Lt. Gen. H. Schirmer and to which the entire officer personnel of the post was invited.

Capt. and Mmes. H. G. B. Van Dorssen and C. B. B. Bubb were guests of Mr. and Mrs. Walter Reilly in Champaign for Thanksgiving dinner.

### FORT THOMAS, KY.

**MAJ. AND MRS. CHARLES E. DORITY** and their daughters, Miss Helen and Miss Elizabeth, of Huntington, W. Va., were the guests of Maj. and Mrs. I. J. Nichol for Thanksgiving and the week-end.

Major and Mrs. Nichol gave a dinner in honor of their guests before the hop. Covers were laid for Major and Mrs. DORITY, Miss Helen DORITY, Mr. John Bryan, Maj. and Mrs. R. W. Bryan and Major and Mrs. Nichol.

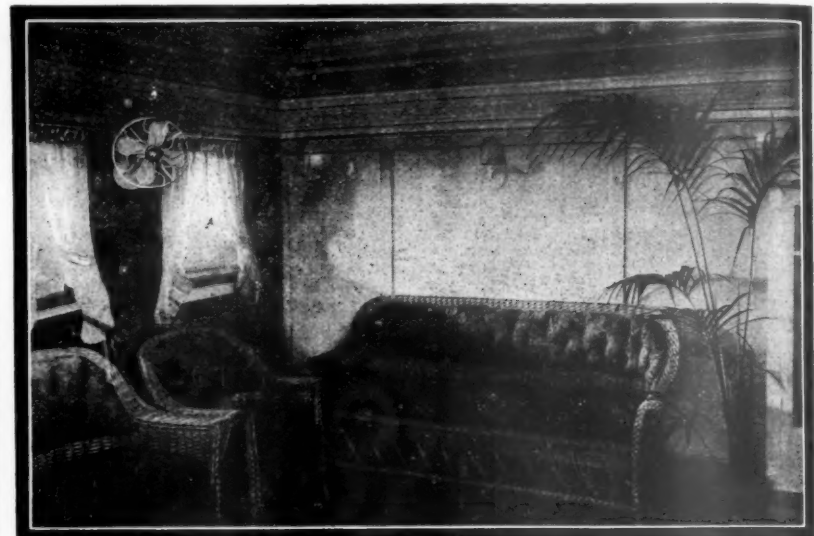
Chaplain and Mrs. Frank L. Miller had as their guests recently for dinner and the hop, Lieutenant and Mrs. Suddeth, of Cincinnati. Lieutenant Suddeth is a reserve officer attending Lane Theological Seminary in Cincinnati.

Mrs. R. W. Bryan was the hostess to her bridge club recently. Miss Sallie Osborne and Miss True Merrill made the high scores.

### THIRTIETH U. S. INFANTRY CELEBRATES ORGANIZATION DAY.

Organization Day of the 30th Infantry, U.S.A., at the Presidio of San Francisco, was observed with escort of the Colors, presentation of recruits to the Colors, review, prayer by Chaplain Wright, address by the post commander, Col. F. C. Bolles; address by the regimental commander; Lt. Col. H. D. Coburn; "The Star-Spangled Banner," benediction. Colonel Bolles assumed command of the regiment on Nov. 1, in addition to his duties as post commander. The Presidio is one of the most beautiful places around San Francisco, and is visited by thousands of tourists and visitors from nearby cities.

The annual tactical inspection has been held by Maj. Gen. Chas. T. Menoher and his staff. The problem was conducted by Brig. Gen. Henry D. Todd, Jr., assisted by Col. Joseph K. Partello, Maj. Henry Terrell, Jr., and Maj. Edward L. Kelly, in which the regiment won high praise. Maj. Fred. L. Walker of the Chief of Infantry's office, has given the regiment a complete set of maps covering the second battle of the Marne.



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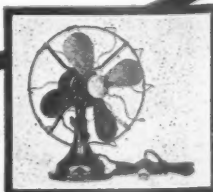
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## Polo

## SERVICE SPORTS

## Football

**CHINESE PONY SHOW OF 15TH INF.**—The first 15th Inf. Horse Show and Gymkhana was held in Tientsin, China, recently. Col. W. K. Naylor, U.S.A., commanding the regiment, in referring to the horses, states "We are developing many facts concerning Chinese mounts that will be of value. One of them is that he is a courageous little beast and a real mount, i. e., it takes a good man to ride him."

The show is believed to be the first of its kind ever held in the Army and consisted of 14 events. A feature of the event was the polo contest between the 2nd and 3rd Battalions. The mounts were rickshas.

Maj. D. E. McCunniff, U.S.A., was chairman of the committee, which included Maj. H. H. Dabney, Capt. W. B. Tuttle and Lt. P. E. Gallagher, all U.S.A. The judges of the military events were Lt. Col. G. C. Marshall, Jr., and Capt. Paul Steele, both U.S.A. Messrs. D. L. Newbegging and Reggie Sherren judged the open events.

**SECOND DIVISION BEATS SAINTS.**—The 2nd Division scored a 28-0 victory over the St. Mary's College eleven at Ft. Sam Houston, Tex., recently. The aerial attack of the soldiers proved too much for the collegians.

Second Division lineup: Cashion, l.e.; Jones, l.t.; Mintzer, l.g.; Johnson, c.; Farwick, r.g.; Collins, r.t.; Graham, r.e.; Doshinko, q.b.; Heitner, (c) l.h.b.; Bowersock, r.h.b., and Turner, f.b.

**FORT MOULTRIE WINS SECTIONAL GRID TITLE.**—The Fort Moultrie Eleven, composed of members of the second and third battalions of the 8th United States Infantry, Ft. Moultrie, S. C., won the service championship of the Charleston section, South Atlantic coast, recently by defeating the Charleston Marine team, 6-0. The game was bitterly contested, Corporal Paul starring for the soldiers. Corporal Taylor, quarterback, made the lone touchdown of the game. On November 21 Fort Moultrie defeated Fort Screven on the latter's home field, 7-0.

The Fort Moultrie team claims the Army championship of the Fourth Corps Area, as it closed the season with a clean slate in competition with other Army teams. Ft. McPherson was defeated, 14-0; Ft. Bragg, 18-0; Ft. Screven was tied, 7-7, and later defeated, 7-0.

Lt. C. A. Stevenson, U.S.A., coach and playing manager, was at halfback position all season. Corporals Paul and Taylor, the latter honorably mentioned for the All-Service Eleven, starred for the soldiers all season. Capt. John O. Crose, 8th Inf., U.S.A., is athletic officer and business manager.

**SIXTH COMPANY WINS MIDSHIPMEN GRID CROWN.**—The Sixth Company eleven of the Regiment of Midshipmen defeated the Second Company, 7-0, in the third grid battle for the championship Dec. 6 at Annapolis. Two previous tilts had resulted in ties. Yeager and Milburn starred for the winners.

**ARMY POLO IN HAWAII.**—The 19th Infantry polo team is looked upon as a likely winner in the Junior Polo Tournament which terminated recently, but the results of which have not yet been received. Captain McKee, U.S.A., the regiment's polo representative is credited with the polo interest aroused in the regiment.

The holding of junior tournaments has encouraged officers in the Islands to buy horses and support polo activities as never before. Lts. Kastner, R. L. Taylor, Stroheln, Grove, and Burritt, all U.S.A., are among the recent purchasers of mounts.

An Army team was organized to play in the Inter-Island Tournament held at the Territorial Fair, and, after winning one contest and losing one, came off in a triple tie for the championship, which was not played off. The Army lineup was: Lt. E. T. Williams, 13th F.A., No. 1; Lt. Homer Kiefer, 13th F.A., No. 2; Maj. George S. Patton, G.S., No. 3; and Capt. W. J. White, 13th F.A., No. 4.

The Senior Tournament, held late in the summer, was won by the 13th Field Artillery. Under present rulings from the Comptroller's office there are not as many officers on mounted status in a motorized field artillery regiment as there are allowed in infantry regiments. The maximum for the Motorized F.A. is five mounted officers.

**ARMY QUINTET OUT FOR BLOOD!**—Ernest Blood, formerly physical director of Passaic High School, who coached its scholastic basketball five, which established a world's record by winning 159 consecutive games in five years, is coaching the West Point basketball team. Roosma, Army basketball star, who captains this year's cagemen, formerly attended Passaic High.

**NAVY HAS HEAVY BASKETBALL SCHEDULE.**—The basketball schedule of the Naval Academy starts with a tilt with Columbia University at New York City December 12, and ends up with the annual clash with Army at West Point February 27. The Midshipmen basketball team face strong opposition in many games. If they remain undefeated all season, the Navy will have a worthy claim to the collegiate basketball crown. The Navy Plebes will also play a number of contests, their strongest adversary at this pre-season writing being Georgetown. The schedule follows:

**Varsity:** December 12, Columbia at New York; 16, Western Maryland; 19, University of Maryland; January 9, New York University; 13, Lafayette; 16, Bucknell; 20, Gettysburg; 23, Duquesne; 27, Lehigh; 30, Georgetown; February 3, Washington College of Chestertown; 6, University of North Carolina; 10, University of West Virginia; 13, Penn State; 17, University of Virginia; 20, Fordham; 27, Military Academy at West Point.

**Plebes:** January 16, Baltimore; Polytechnic; 23, Baltimore City College; 30, Gettysburg freshmen; February 6, New York Military Academy; 13, University of Maryland freshmen; 20, Georgetown freshmen.

**NAVY MATMEN TO MEET IOWA CORNHUSKERS.**—The University of Iowa appears on the Naval Academy wrestling schedule for 1926. The Cornhuskers will meet the Midshipmen at Annapolis February 10 in what should prove to be the outstanding intersectional grappling tilt of the season. Penn State is also on the Navy schedule. The Nittany Lions will clash with the Blue and Gold wrestlers March 6. The schedule follows:

February 6, Washington and Lee; 10, University of Iowa; 13, Duke University; 20, University of North Carolina; March 6, Penn State; 13, Lehigh at Bethlehem, Pa.

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## 48 Years a Guardsman!

The Story of Brig. Gen. Frank M. Rumbold



GENERAL RUMBOLD

Missouri National Guard, a veteran of 48 years' service with state troops

BRIG. GEN. FRANK M. RUMBOLD, Adjutant General of Missouri, has a record of 48 years of service in the Missouri National Guard, which is the record for the state. It is believed that this record is unsurpassed by any other National Guardsman in the United States.

General Rumbold was born of Scotch ancestry at Meeker Grove, Wis., Jan. 4, 1862. When four years of age he moved with his parents to St. Louis, where he was educated in the public schools and afterwards attended Washington University, receiving the degree of Doctor of Medicine in 1884.

His medical reputation seems unknown when compared with his military record, yet he is a specialist of note in diseases of the nose, throat and ear. He is founder, with Dr. M. A. Goldstein, of the "Laryngoscope," a medical journal. He is a member of the American Medical Association, an ardent sportsman, a lover of golf, a crack shot with the rifle and an enthusiast on big-game hunting.

### Enlisted 48 Years Ago as Cadet

His military record is one that has few parallels. Forty-eight years ago he enlisted as a cadet in the 1st Infantry at St. Louis. In 1882 he transferred to Light Battery A at St. Louis, where he became a corporal two years later. In 1889 he was commissioned a second lieutenant with the battery organization, but in a few weeks' time was made first lieutenant and in 1891 was elected captain of this battery, the oldest military organization in St. Louis, having been first organized during the war of 1812.

In 1897 Captain Rumbold was instrumental in having the Adjutant General of the state, M. F. Bell, call a meeting of all the Adjutants General of the United States and prominent officers interested in the National Guard, to be held in St. Louis. This meeting was the beginning of the founding of the National Guard Association of the United States, whose influence led to the passage of the Dick Bill and was responsible for the writing of the National Defense Act in 1916, which was amended in 1920 as the National Defense policy of the United States.

### Awarded Distinguished Service Medal

During the War with Spain Captain Rumbold volunteered his services and with his battery saw active service in Porto Rico. In 1899 he was appointed a captain of Infantry in the 32d Division, United States Volunteers, and was ordered to the Philippines.

His official record shows that at Santa Rosa, near Florida Blanca, P. I., Captain Rumbold, with 35 men, attacked and routed an entrenched force of 125 insurgents. A few days later, after taking Olongapo, a naval station in Subig Bay, Rumbold's command proceeded by boat to take Subig. In landing at Subig it was necessary for Captain Rumbold and his forces to jump into the water and land under fire of entrenched enemy on the shoreline. Rumbold was cited for distinguished service for each of these engagements and awarded a medal by the War Department.

Upon returning from the Philippines Rumbold returned to his old battery as commander and raised the funds to build the present St. Louis Armory. In 1909 he was appointed Adjutant General by Gov. Herbert S. Hadley.

### Was Assistant Chief of Militia Bureau

During the Mexican border trouble Rumbold was in service with his St. Louis contingent. Following his service at the border he was detailed as assistant to the chief of the Bureau of Militia Affairs at Washington, being the first National Guard officer to be given this recognition.

During the World War he served overseas as colonel of the 128th Field Artillery. He was awarded the Distinguished Service Medal. Rumbold is now serving his second term as Adjutant General of the State, having been selected by Gov. Sam A. Baker to fill the place which he held during the Hadley administration.

REPORT OF SURGEON GENERAL, U.S. ARMY.—"The allowance of commissioned personnel for both Medical and Dental Corps is inadequate. This fact, together with the number of vacancies which have existed have made it difficult to furnish as satisfactory professional service in the Army as desired, and at the same time to grant such leaves of absence as the interest of the Service requires." This is one of the outstanding statements made by Maj. Gen. Merritte W. Ireland, Surgeon General, U.S.A., in his annual report made public Nov. 30.

Other extracts from the report are:

The health of the Army as measured by the admission rate from disease was better in 1924 than in 1923, but not quite so good as in 1922.

The general admission rate for officers was higher in 1924 than in either of the two preceding years.

There were the same number of deaths from disease in 1924 as in 1923, but eight more from violent causes; but due to the greater strength in 1924, the death rate from all causes was lower. \* \* \* Relatively greater progress has been made in the Army in prevention of deaths from disease than from external causes.

The Medical Department troops had the highest admission, death, discharge and noneffective rates from disease, while the Ordnance troops had the lowest admission and noneffective rates, and the Air Service the lowest death and discharge rates.

Special attention is being devoted to the physical examination of the commissioned personnel of the Army. It is believed that early detection of even minor physical defects and the correction of such as are remediable, either by personal hygiene or medical or surgical treatment, the physical efficiency of the officer personnel can be materially improved with advantage to both the individual and to the Government. With this in view, advisory communications have been addressed to the medical officers who conduct the examinations and the findings of the various boards carefully reviewed in this office.

## CORPS AREA AND DEPARTMENT ORDERS

### 2D CORPS AREA

Headquarters, Governors Island, N. Y.  
MAJ. GEN. C. P. SUMMERALL, COMDR.  
Col. Berkeley Enoch, Chief of Staff.

Mstr. Sgt. G. W. Brown, O.D., to duty in office of Corps Area Ord. Officer.  
Tech. Sgt. H. L. Sisson, P.A., to duty Ft. DuPont, Del., with Agent Pin. Officer.  
Leaves.—One month, 9 days, Dec. 11, to Capt. B. Dodson, M.C. Two months, 15 days, Jan. 1, 1926, to Col. J. N. Straat, Inf. (D.O.L.). Three months, Dec. 25, to 1st Lt. S. S. Burkey, O.D. Leave on account of sickness to Lt. Col. C. McH. Eby, Q.M.C., is extended one month.

### 4TH CORPS AREA

Headquarters, Atlanta, Ga.  
MAJ. GEN. JOHNSON HAGOOD, COMDR.  
Col. T. W. Darrah, Chief of Staff.

Leaves.—Two months, 4 days, to 1st Lt. E. S. Brewster, 2nd F.A., Dec. 14. Two months, Jan. 1, 1926, to 1st Lt. W. L. Hamilton, 6th Cav.

### 5TH CORPS AREA

Headquarters, Ft. Hayes, Columbus, Ohio.  
MAJ. GEN. ROBT. L. HOWZE, COMDR.  
Col. T. E. Merrill, Chief of Staff.

Maj. C. H. McDonald, Judge Advocate, relieved as Acting Judge Advocate, 5th Corps Area, and announced assistant to Corps Area Judge Advocate.  
Maj. W. F. Burns, Judge Advocate, announced Judge Advocate, 5th Corps Area, stationed at Ft. Hayes, Columbus.  
Maj. R. E. Carmody, Cav., (D.O.L.), in addition to other duties, assigned to duty War Plans Office, 5th Corps Area.

### 6TH CORPS AREA

Headquarters, Chicago, Ill.  
MAG. GEN. WM. S. GRAVES, COMDR.  
Col. R. E. Wyllie, Chief of Staff.

Staff Sgt. P. H. Lawrence, F.D., to duty, Selfridge Field, Mich.  
Leaves.—Three months, Jan. 1, 1926, to Maj. C. Hayes, 14th F.A., Ft. Sheridan, Ill.

### 7TH CORPS AREA

Headquarters, Omaha, Nebr.  
MAJ. GEN. B. A. POORE, COMDR.  
Col. Tenney Ross, Chief of Staff.

Maj. R. C. Baird, Inf., announced as Executive Officer, Corps Area Installations, stationed at Omaha.  
Leaves.—Three months, on arrival in U.S., to Maj. L. K. Underhill, 31st Inf. Three months, on arrival in U. S., to Capt. J. G. A. Montague, Inf. Three months, Jan. 25, 1926, with authority to go beyond continental limits of U. S., to Capt. A. G. de Quevedo, M.C., Ft. Des Moines, Iowa.

### 8TH CORPS AREA

Headquarters, Ft. Sam Houston, San Antonio, Tex.  
MAJ. GEN. ERNEST HINDS, COMDR.  
Col. J. F. Preston, Chief of Staff.

Staff Sgt. R. A. Martin, A.S., 11th School Group Hdqrs., Brooks Field, Tex., to San Francisco and sail Jan. 27, 1926, to Manila, P.I., for foreign service replacing Staff Sgt. R. Lovins, A.S., 3rd Pursuit Squad, assigned to Brooks Field.  
Staff Sgt. C. Nichols, 42nd School Squad, A.S., Kelly Field, Tex., to San Francisco and sail Jan. 20, 1926, to Panama Canal Dept., for duty replacing Staff Sgt. E. Washburn, 7th Observation Squad, France Field, C. Z., assigned to Kelly Field.  
Staff Sgt. G. C. Vogel, Q.M.C., Kelly Field,

Tex., to San Francisco and sail Jan. 26, 1926, to Honolulu, T. H., for foreign service replacing Staff Sgt. L. M. Simpson, Q.M.C., Schofield Barracks, assigned to Kelly Field.  
Tech. Sgt. W. Roy, 7th Sig. Ser. Co., Ft. Sam Houston, to duty Ft. Sill, Okla.

### 9TH CORPS AREA

Headquarters, Presidio of San Francisco, Calif.  
MAJ. GEN. C. T. MENOHER, COMDR.  
Col. A. V. P. Anderson, Chief of Staff.

Maj. Gen. James H. McKee, ordered to command  
Leaves.—One month, 10 days, Dec. 21, to Maj. G. C. H. Franklin, M.C., Camp Lewis, Wash. Two months, Jan. 13, 1926, to Capt. W. J. Ryan, Chaplain, U.S.A., Ft. Winfield Scott, Calif. Three months, Dec. 20, to Capt. J. C. Githero, 7th Inf., Vancouver Barracks, Two months, Dec. 31, to 2nd Lt. H. W. Davison, 4th Cav., Ft. D. A. Russell, Wyo. Two months, Dec. 10, with permission to leave U. S., to 1st Lt. L. W. Yarrowborough, 30th Inf., Presidio of San Francisco. Two months, Jan. 13, to Capt. W. R. Irwin, 13th Cav., Ft. D. A. Russell, Wyo.

### RESERVE OFFICERS

#### 2d Corps Area

##### Assignments

Capt. A. Church, Dent., to 502nd C.A., 2nd C.A., Res.  
Capt. H. P. Mills, A.S., to 402nd Airdrome Co., L.V. Army.  
Capt. J. L. Piland, Engr., to 401st Engrs., 61st Cav. Div.  
Second Lt. J. T. Loy, F.A., to F.A. Group.  
Second Lt. C. R. Kirby, F.A., to 78th Div.  
Engineer Reserve Corps officers to 553rd Engineer Battalion, Z. of C.; Capt. M. M. Duffin, W. J. McKaig, H. C. Miles, W. W. Preisch, F. N. Loughnan, 1st Lts. E. F. Binan, J. J. Kimmett.

#### 3d Corps Area

##### Assignments

Lt. Col. J. McV. Austin, F.A., to 80th Div.  
Capt. J. R. Kerrick, Jr., Q.M., to 80th Div.  
First Lt. C. D. Santee, M.P., to 328th M.P. Co. (Gen. Ser.), C. Z.  
Second Lt. T. T. Ray, M.A., to 32nd Evacuation Hospital, 1st Army, as Detach. Comdr.

#### 6th Corps Area

Q.M. officers assigned to 3rd Supply Point, Zone of Interior Installations, Milwaukee, Wis.: Maj. H. Pearson, W. W. Wismer, Capt. C. L. Hansen, 1st Lts. C. A. Perry, W. A. Taylor, 2nd Lts. E. E. Crowley, A. F. Karberg.  
Coast Artillery officers assigned to 532nd C.A. Reg.: Maj. K. G. Ives, Capt. E. S. Fraser, 2nd Lts. L. M. Gardner, G. N. Gundlach, M. J. Romeis.

#### 7th Corps Area

##### Assignment

Maj. C. M. Young, A.S., to Hdqrs. 313th Observation Squad.  
First Lt. J. N. Jenness, Inf., to Hdqrs. 3rd Btn., 350th Inf., 88th Div., as Plans & Training Officer.  
First Lt. L. W. Ruhl, F.A., to Battery "B," 338th F.A., 88th Div., as Battery Executive.  
Second Lt. M. G. Thomas, F.A., to Battery "E," 338th F.A., 88th Div., as Reconnaissance Officer.  
First Lt. J. R. Moberly, F.A., to 443rd F.A., Art. Group.

#### 9th Corps Area

##### Assignments

Maj. H. G. Musgrave, to Hdqrs. 312th Motor Repair Bn., 6th Army, as C.O.  
Capt. E. J. Edwards, to Co. A, 133d Ser. Bn., I. Z., as C.O.  
Capt. C. F. Russell, Ft. Mason, Calif., to Co. A, Ser. Bn., Gen. Hdqrs. Res., as C.O.  
Capt. W. F. Suppe, to 317th Motor Repair Co., I. Z., as C.O.

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## S-51 REPORT DUE SOON

With salvage operations on the U.S.S. S-51 suspended until the spring upon the recommendation of Rear Admiral C. P. Plunkett, U.S.N., commandant of the Third Naval District, in charge of the work, it is thought that sufficient data has been acquired by the court of inquiry sitting on the sinking of the S-51 to submit its findings in the near future.

Secretary Wilbur directed the discontinuance of the operations Dec. 5, following Admiral Plunkett's statement that the lives of the divers were endangered by low atmospheric conditions.

The Navy Department feels discouraged by the necessity of suspending attempts to raise the submarine at this time, because approximately two-thirds of the water-tight compartments had been freed by air pressure and the deadweight tonnage practically cut in half.

Due to the death of Capt. O. P. Jackson, U.S.N., president of the court of inquiry on Dec. 5 at Roosevelt Hospital, New York City, the court now consists of Capt. Walter M. Hunt, U.S.N., president, and Capt. David A. Weaver, U.S.N., Lt. Comdr. Charles P. Lockwood, U.S.N., is judge advocate.

Should the S-51 be raised in the spring and conditions found differing from those decided on by the court, the findings of the court will be opened for reconsideration.

## NAVY M.C. ASSIGNMENTS

Seven officers of the Navy Medical Corps will be ordered to take courses of instruction in the near future, six at the Army School of Aviation Medicine, Mitchel Field, Mineola, Long Island, N. Y., beginning Jan. 5, 1926, and one at the New York Post-Graduate Medical School and Hospital, New York City, beginning Jan. 2, 1926.

The six officers assigned to the aviation medicine course are Lt. Comdr. D. H. Vance, Lts. F. H. Tierney, G. Fish, R. White, Geo. W. Wilson, and Lt. (j.g.) C. A. Young. Lt. Richard W. Hughes will attend the New York Post-Graduate Medical School.

Lt. Comdr. John T. Bennett (M.C.), U.S.N., at present taking a course at the New York Post-Graduate School, has been ordered to duty at the Naval Hospital, Newport, R. I., upon the completion of the course.

## NAVY CHAPLAIN CHANGES

Capt. Edward A. Duff (Ch.C.), U.S.N., will be detached from the U.S.S. New York on Jan. 1, 1926, and will be ordered to Parris Island, S. C., on Feb. 1, 1926, for duty at the Marine Barracks there. Chaplain Duff will not relieve anyone at Parris Island, as there has been no Roman Catholic chaplain there.

Lt. A. DeG. Vogler (Ch.C.), U.S.N., now on the U.S.S. Texas, will be ordered to the U.S.S. New York as relief for Captain Duff.

Comdr. T. P. Riddle (Ch.C.), U.S.N., will be ordered to Newport, R. I., Naval Training Station for duty. Chaplain Riddle is now en route from the Asiatic Station by way of Europe.

## NAVY WARRANT OFFICERS

The following candidates have qualified for appointment to the warrant grade indicated before their names:

Electricians: D. H. Barnes, 3.446, and F. H. Edwards, 3.414.

Radio electricians: D. L. Tuft, 3.643, and R. B. Phillips, 3.285.

Machinists: W. R. McAllister, 3.091, and J. J. McCormick, 2.928.

## ENGINEERING STATUS

The standing of the tender class of vessels in the U.S. Navy in Engineering performances for the month of October, 1925, was announced by Rear Adm. M. M. Taylor, U.S.N., director of fleet training, Dec. 7, as follows:

Melville, 1; Shawmut, 2; Vestal, 3; Canopus, 4; Savannah, 5; Bushnell, 6; Beaver, 7; Jason, 8; Camden, 9; and Medusa, 10.

## U.S.S. ROCHESTER SAILS

The U.S.S. Rochester, with Rear Admiral Julian L. Latimer, U.S.N., commander of the Special Service Squadron aboard, left Arica, Chile, Dec. 4, en route to New York via the Panama Canal, and is expected to arrive there shortly before Christmas.

The cruiser Rochester was relieved by the U.S.S. Denver, which will take the Tacna-Arica plebiscite commission home after the negotiations are concluded.

## CLASS 1879, U.S.N.A.

Twelve members of the class of 1879, U.S. Naval Academy, celebrated the fiftieth anniversary of their entering the Navy by a dinner at the University Club in New York on Nov. 28.

Those present were Rear Admirals Bryan and Carr, Commodore Salisbury, Captains Harlow, Gibbons, and Kellogg, Commander Scribner, Mr. W. M. McFarland, Mr. F. T. Bowles, Mr. Carl Jungen, Mr. A. M. Hunt and Mrs. R. S. Sloan.

An interesting feature of the dinner was the exhibition of lantern slides of the Old Academy.

There was but one formal toast: "The memory of those who have gone before. May these gatherings serve to bring into closer fellowship those of us who remain."

A statistical report showed that of the Cadet Midshipmen of that date, 120 had entered, 41 graduated and 17 survive. Of the Cadet Engineers, 27 had entered, 23 graduated and 10 survive. Before separating an organization was perfected with a view to a dinner in 1929, to celebrate the 50th anniversary of graduation.

Mr. W. M. McFarland was elected president of the class and an executive committee appointed consisting of Rear Admiral Bryan, Mr. F. T. Bowles, Mr. R. S. Sloan with Capt. C. H. Harlow (retired) as chairman.

An effort will be made during the ensuing years to get in touch with all surviving members of the class who entered in 1875 and the chairman of the executive committee would appreciate it very much if any one having knowledge of the whereabouts of such persons would inform him of it that he might establish contact. A communication to him care of Metropolitan Club, Washington, D. C., will reach him.

## SENTENCE UPHELD

After an investigation in Congress regarding the sentence of dismissal imposed by a G.C.M., four years ago, in the case of Capt. Edmund G. Chamberlain, U.S. M.C., a report was submitted on Dec. 8, 1925, to the naval committee by Senator Walsh (Democrat), Montana, the only remaining member of the subcommittee of three which was directed in 1921 to conduct the inquiry.

Captain Chamberlain was sentenced to be dismissed by a court-martial which held that his story of a thrilling battle in the air over the German lines while he was visiting with the officers of an English aviation unit in 1918 was a fabrication. Agreeing with the court-martial, Senator Walsh said Congress should not intervene to relieve Captain Chamberlain of the effect of the judgment of the court-martial.

## S-19 IN COMMISSION

The S-19, which went aground off Chatham, Mass., about the middle of last January, has been repaired and is now in commission and ready for service, it was announced at the Navy Department this week. She arrived at Newport, R. I., on Dec. 7 and from there will go to New London, Conn., which has been assigned as her home station. She is in command of Lt. Charles F. Martin, U.S.N.

Simultaneously with this announcement it was stated that the O-1, O-2, and the O-3 will be sent to New London, Conn., for school purposes.

## GREETING TO U.S.M.C.

Maj. Gen. Comdt. John A. Lejeune, U.S.M.C., sends the following holiday greeting to the officers and men of the Marine Corps:

"As the holiday season is now approaching, I take the opportunity to wish every officer and enlisted man a merry Christmas and a happy New Year, and to thank everyone sincerely for his hearty cooperation in the work of the corps, which has been so well done during the year."

## ALLOWANCES INCREASED

A Comptroller General's decision, which affects the payment of subsistence to Navy enlisted men in the 15th Naval District (Canal Zone) allowing the maximum rate for stations outside the Zone, was recently announced. This places stations at Cape Mala, La Palma and Puerto Obaldia, all in the Republic of Panama, in the same status as stations in South America and enlisted men on duty at these three points are entitled to a maximum allowance of \$1.90 where cooking and messing facilities are available and \$2.10 where such facilities are not available as compared to \$1 and \$1.20 for the Canal Zone.

## U. S. COAST GUARD

Assistant Secretary—Lt. Col. L. C. Andrews  
Rear Admiral F. C. Billard, Commandant  
Lieutenant Commander S. S. Yeandle, Aide to Commandant

## COAST GUARD GAZETTE

Capt. J. M. Moore, retired from active service upon reaching age limit of 64, with rank of commodore.

Capt. (E.) J. E. Dorry, assigned headquarters, New York Division.

Comdr. (E.) H. N. Wood, assigned Eastern Division as Engineer officer.

Ens. (T.) C. D. Peak, assigned Henley.

Ens. (T.) R. P. Hodsdon, assigning to Henley revoked.

Chief Pay Clk. (T.) H. D. Brownley assigned duty as recruiting officer, Norfolk, Va.

Botan. (T.) H. G. Goodwin, assigned Snomish, Port Angeles, Wash.

Botan. C. Peterson, assigned Redwing, Boston, Mass.

Botan. C. M. Feddersen, assigned Haida, Port Townsend, Wash.

Botan. (L.) Oscar Smith, assigned Charlevoix Station, tenth district.

Gun. L. H. Shea, assigned as R. O., Boston, Mass.

Gun. (T.) C. N. Hubbard, assigned as R. O., Philadelphia.

Gun. (T.) James Binckley, assigned duty as R. O., Cincinnati.

Gun. (T.) R. J. Hagarty, assigned duty as R. O., Cincinnati.

Gun. (T.) H. Dickinson, assigned duty as R. O., Baltimore, Md.

Mach. (T.) A. J. K. Wallace, assigned Redwing, Boston, Mass.

Mach. (T.) F. P. Kinney, assigned Ossipee, Portland, Me.

Radio Elctn. (T.) Howard D. Lane, assigned headquarters Southern Division, San Francisco, Calif.

Pay Clk. (T.) G. H. Gonsulus, assigned Seminole.

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# THE FINANCIAL DIGEST

BY RAYMOND V. SYKES

The 1925 tax revision bill has been completed by the Ways and Means Committee, and was introduced into the House of Representatives early in the week. Tax revision is fundamentally important to business, and interest has been centered on the new measure. The present bill provides for a reduction of \$325,736,000. It is calculated to produce \$2,426,764,000 in revenue to the Government for the calendar year 1926.

Aside from the total reduction, there are many important changes from the present law which will have an important bearing on business. Surtaxes and estate taxes are heavily cut, and personal exemptions have been increased and the normal taxes reduced. In addition, almost all of the so-called nuisance taxes have been eliminated.

It is hoped the new bill will get through the House and Senate in time for the first payment of the income tax due Mar. 15. No doubt many adjustments will be made before the finished product is released. In any event, a reduction in taxes seems assured, and very probably it will be along the lines embraced in this bill. Business has been counting for many months on such a reduction, but its assurance, nevertheless, is stimulating.

The possibility of the New York Federal Reserve Bank advancing its rediscount rate from 3½ to 4 percent has occupied the center of the stage in Wall Street for several weeks. The New York District Bank is the only one of the 12 still holding to the 3½ percent rediscount rate. The peak of the seasonal credit strain over for this year, and it is now believed that inasmuch as the bank found it unnecessary to recourse to higher rates at that time, it is improbable an advance will be announced at all. There is certainly nothing weak in the credit situation, nor can call money at 4½ percent to 5 percent, and time money at about the same level be considered high, although in comparison with 3½ percent to 4 percent it represents a substantial advance.

Leaders in almost every line of industry, together with the foremost bankers of the country, are practically unanimous in the opinion that business will continue to be good, but the first half of 1926 will not see a boom. For a time earlier in the Autumn it looked as though business might get out of hand and a certain degree of inflation materialize. The danger is now believed over. If so, there should be no further expansion in credit requirements, and, as a matter of fact, some contraction as the agricultural requirements lessen with the completion of the crop marketing season. Competent observers, therefore, venture an opinion that the coming months will see a decline in interest rates rather than a further advance.

The Bank of England has raised its rediscount rate, but the reason for this, it is believed, is the hope that such action will be a brake in the outward flow of gold from London. United States Treasury officials state that they can see no reason why the action of the Bank of England should have any bearing on the New York Federal Reserve rediscount rate, although heretofore the impression has been general in this country that the New York rate was held down to 3½ percent because of an agreement with the Bank of England to hold it below that institution's rediscount rate in order not to attract more gold to this country.

## COMPTROLLER GENERAL'S DECISIONS

Because he was drilling two platoons several miles from Camp Custer in 1919, when his quarters burned down and destroyed his personal property, Mr. Norman W. Gregg, a former Army officer, will have to refund to the Government \$185.07 paid him at that time, according to a ruling just made by Comptroller General McCarl. The Comptroller held that the property was not lost while "the claimant was engaged in military duties in connection therewith."

The Comptroller General has denied the claim of the father of Mach. (T.) Wayne H. Marr, U.S.C.G., who was killed July 4, 1925, for an amount equal to six months' pay on the ground that the father was never designated as a "dependent relative" within the meaning of the law governing the payment of the gratuity. The Comptroller held that although the deceased had made out an allotment to his father when he was an enlisted man in the Navy, there was nothing to show that subsequent allotments had been made although the father has dependent on him his wife, her mother and invalid brother, whom he endeavors to support as a laborer when able to work.

A father who deserted his wife is not entitled to arrears in pay due his son, who was serving as a private, U.S. Army, according to the Comptroller General's ruling sustaining a recent settlement. The records showed that the amount due the soldier was paid to his mother, and not in equal parts to mother and father, because of the father's actions.

Capt. Victor R. Anderson, C.A.C., U.S.A., was not entitled to rental allowance while on leave, the Comptroller holds, sustaining the settlement of a claim to that effect, because permanent quarters suitable for occupancy were available at the claimant's assigned station. The fact that another officer partially occupied the quarters while he was on leave did not terminate Captain Anderson's assignment, according to the Comptroller.

Pay for services as a reporter at a G.C.M. convened at Jefferson Barracks, Mo., will not be made to Mrs. Ella L. Reavis, a Q.M.C. employee, if Comptroller McCarl has anything to say about it. He holds that under the law no compensation is required or authorized for Mrs. Reavis' extra services during the court-martial period, since she was receiving the regular pay as a Q.M.C. employee.

Mach. W. C. Stauffer, U.S.N., Ret., will have to refund the amount he received in excess of \$125 a month as retired pay from July 1, 1923, to Mar. 3, 1925, the Comptroller rules in disallowing the retired warrant officer's claim. The refund demanded will have to be doctored from pay Mach. Stauffer will receive. Under the ruling of the Cox Case, the Comptroller cannot order checkage without ignoring the decision of the Court of Appeals.

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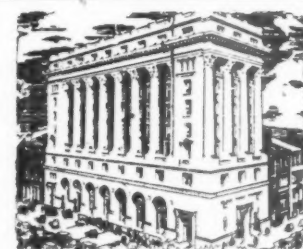
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### WEDDINGS

(Continued from page 358)

The bride's attendants were Miss Ruth West, Miss Henrietta Steele, Miss Emily Bynum, Miss Tip Youngblood, and Miss Jess Edwards. Miss Lucille Lannery was the maid of honor. The groomsmen were Lt. Jack Hodgson, Lt. Nathan Twining, Lt. Alden Crawford, Lt. Kenyon Hedgart, Lt. Harvey Greenlaw, and Lt. Charles Lawrence. Lt. William Craigie was best man. The bride, who was given in marriage by her brother, Louis Bertrand, wore a charming gown of white chiffon velvet made along princess lines and embroidered in an elaborate pattern of seed pearls. The train of chiffon velvet fell from the shoulders and was embroidered on the bottom with a spray of hand-made velvet roses outlined in pearls. Over this fell the veil of bridal tulle, caught to a bandeau effect of folds of the tulle, each outlined in bands of pearls. Lt. and Mrs. Schlatter left later in the evening for a six weeks' bridal trip to Chicago, Fostoria, Ohio, and New York, and on returning will be at home at Brooks Field.

### AIR COMMITTEE REPORT

(Continued from page 347)

three investigations of the aircraft situation. A special committee of the House of Representatives known as the "Lampert Committee," and a special board appointed by President Coolidge known as "The President's Aircraft Board," inquired into all details of the aircraft situation and the aeronautical organization of the Government. A third investigation, limited to civil and commercial aviation, was made by a special committee on civil aviation of the Department of Commerce and American Engineering Council. The recommendations of these bodies should serve to clarify the public mind and to focus attention on the major problems requiring immediate solution. Measures to meet the situation should be formulated and carried into effect without delay. In this connection the National Advisory Committee for Aeronautics reiterates its recommendations of previous years for the creation of a bureau of air navigation in the Department of Commerce to regulate and encourage commercial aviation.

The state of the aircraft industry is gradually improving. The most substantial factors in improving the situation during the past year were the increase in appropriations and contract authorizations for the purchase of aircraft by the War and Navy Departments and the increasingly close liaison between the industry and the Government engineers. With substantial Government patronage on a continuous production basis and with the prospect of a growing commercial demand for aircraft, the condition of the aircraft industry will steadily improve.

Air mail service is no longer a novelty. It is passing out of the experimental stage and becoming a necessity in the daily business life of the Nation. It has reached the point where it has become practicable for private firms to carry air mail under contracts with the Post Office Department. Air transportation of the mails should therefore be extended gradually to meet the requirements of the people in all parts of the country.

### CONCLUSION

The committee is of the opinion that America is at least abreast of other progressive nations in the technical development of aircraft for military purposes. The committee is grateful to the President and to the Congress for the support that has been given to scientific research in aeronautics. The committee feels that the continuous and systematic study and investigation of the basic problems of flight is the most fundamental activity of the Government in connection with the development of aeronautics and that the continuance of this work will serve to keep America at least abreast of other progressive nations in the technical development of aircraft for all purposes.

Respectfully submitted, National Advisory Committee for Aeronautics, Joseph S. Ames, chairman, Executive Committee.

### MITCHELL COURT-MARTIAL

(Continued from page 348)

United States than Congress, Commander Stapler said:

"That is a large order. National defense is a big problem, which covers much besides the Navy's portion. The Navy, however, is a vital factor in national defense and if it is hampered in any way, that would be very serious, and I think a united air force would hurt the Navy very much."

Lt. Comdr. Noel Davis, U.S.N., commander of the Air Station at Squantum, Mass., was questioned regarding the statement made by Colonel Mitchell that in the event of war San

Francisco Harbor would be mined, and the fleet trapped therein.

"The harbor of San Francisco could not be mined by any Pacific power," Commander Davis stated, "because the current is so strong it would be impossible to anchor them there, while if placed at all, they could very easily be disposed of by the fleet's mine sweepers."

"Mines are not a sufficiently death-dealing agency," he said, "to sink any ship with certainty. Heavily built vessels with double bottoms are practically immune from mines."

He said it would take four days at least to mine the approaches to the San Francisco Harbor, if it could be done at all.

It would take three weeks of surface steaming for hostile submarines of "a Pacific power" to reach San Francisco. If they laid mines at all, the witness said, our own mine sweepers would remove them while the fleet, with the paravanes attached, could steam through the mine field and ward them off.

Comdr. H. C. Richardson, U.S.N., defended the taking over of the amphibian planes by the Navy for the MacMillan expedition and also declared he did not believe the racing planes of either the Army or the Navy were injured through being in storage.

Comdr. H. H. Frost, U.S.N., of the Bureau of Navigation, testified regarding the feasibility of an Asiatic air attack. He declared that until a Pacific power possesses a naval strength three times greater than that of the United States "there is no reason to believe that we will be attacked by an air force."

### PROCEEDINGS OF DEC. 8

Maj. Gen. Robert H. Allen, U.S.A., chief of Infantry, testified that at the Leavenworth School more hours were devoted to Air Service operation and training problems than to any other single arm of the military service. He deplored the lack of suitable equipment for the "infantry," and explained that many of his recommendations for improvement in his branch had not been concurred in. He laid particular emphasis on mortars and 37-mm. guns and tanks. "Do they kill anybody like airplanes do?" Mr. Reid asked.

"Some have been killed in tanks," the witness said.

Maj. Gen. Hanson E. Ely, U.S.A., president of the War College, made clear that when an officer reached the General Staff he has a broad and unbiased knowledge of every arm of the service and acts accordingly.

General Ely admitted ignorance of "the principle of mob psychology on which the Infantry fights." This statement was attributed to Colonel Mitchell who further was quoted as having said "ground men have to be kicked around and are shot at if they try to run away. Air men must have initiative and they are the greatest individual fighters in the world."

Lt. Comdr. M. A. Mitschner, U.S.N., a member of the joint aeronautical board, and Capt. W. H. Stanley, director of the War Plans Division of the Navy General Board, were the chief witnesses of Dec. 8.

They remarked that, along one particular line, they backed up the claim of the airmen that red tape and routine prevents that direct action which is badly needed in aviation. It was shown that the system of investigation and action is so complicated that it requires lengthy periods between the making even of minor suggestions and the securing of the final orders so they may be carried out.

Maj. Gen. M. W. Ireland, surgeon general of the Army, testified that the fatalities from crashes in the Air Service has been materially reduced since 1920.

### PROCEEDINGS OF DEC. 9

Ex-Capt. H. C. Rath, who served as a flyer with the A.E.F., and was decorated for bravery, told of efforts to take the air on bombing missions when planes were wrecked because the field was muddy. On one of these occasions Colonel Mitchell lost the propeller of his Spad. He insisted throughout his entire story that flyers were ordered into the air when the conditions did not warrant and contradicted all of the Mitchell experts by insisting that anti-aircraft artillery was dangerous.

### PROCEEDINGS OF DEC. 10

Maj. Gen. Mason M. Patrick gave testimony on Dec. 10 in support of some of the contentions of his former assistant, and at the same time registered disagreement with other statements of the accused on the conduct of aviation in the Army and under the War Department. Asked if the War Department ever did help him in the management of the Air Service as much as it should have, General Patrick replied: "I don't think I have received as much assistance as could be given or I should like to have."

Questioned further by the court, General Patrick explained he thought there was "a lack of understanding in the War Department on Air Service problems."

"I have tried to get certain things, not many, approved by the War Department which I believed would be for the betterment of the Air Service," he continued. "As I look at it, the department has not done as much as I would have liked. But I always have said the War Department has done as much as it could. Many of my officers, unfortunately, are placed on the promotion list unfavorably. I have made recommendations about this, but the War Department has not taken favorable action. Also I have made suggestions as to legislation which the War Department has not approved. For these reasons I have not had as much assistance as I would have liked, but I have no doubt that other chiefs of branches have had somewhat the same experience."

In direct examination General Patrick did not agree with Colonel Mitchell that Captain Skeel and Lieutenant Pearson were killed in "dilapidated racing planes," and, further, that this type of aircraft should not be used for more than one year. He also disagreed with the accused's characterization of DH's as "flaming coffins," but admitted they were highly susceptible to fire on crashing. He placed the relative air strength of the United States among other powers as third, ranking France and England ahead, but explained that in technical development America was abreast, if not superior, to other nations.

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## WAR DEPARTMENT ORDERS

(Continued from page 351)

S.O. 290, W.D., Dec. 9, 1925

Maj. C. B. Hodges, G.S. (Inf.), from duty military attaché of Spain, to temporary duty in office of Asst. Chief of Staff, G-2, Washington, D. C., Feb. 1, thence Mar. 2, to duty 24th Inf., Ft. Benning, Ga.

Maj. S. Whipple, adg. gen., to duty Mar. 1, U.S.M.A., West Point, N. Y.

Lt. Col. J. L. Shepard, M.C., to duty with Org. Res., 2nd Corps Area, 342d Med. Regt., 12th Corps, and 373d Med. Regt., 1st Army, New York City, on expiration of leave. Sgt. W. H. Johnson, Med. Dept., appointed 2nd Lt. M.A.C., Regular Army, and assigned to temporary duty Hdqrs. Philippine Dept., thence to sail for New York Dec. 21, thence to duty, Ft. Benning, Ga. Tech. Sgt. D. Hall, Med. Dept., appointed 2nd Lt. M.A.C., Regular Army, and assigned to temporary duty, Letterman Hospital, Calif., thence Dec. 11 to sail for New York City, thence to duty Ft. Benning, Ga.

First Lt. E. G. Plank, C.E., in addition to other duties at Duluth, Minn., detailed with Org. Res., 7th Corps Area, 445th Auxiliary Bn. (Engrs.). Capt. F. A. Heileman, 2nd Engrs., to duty under immediate order of district engr., Louisville, Ky., and to additional duty with Org. Res., 5th Corps Area.

First Lt. W. V. Carter, S.C., to duty Fort Monmouth, N. J. 2nd Lt. D. B. Barton, S.C., to duty Ft. Monmouth, N. J.

Following C.A. officers to station indicated on completing foreign service in Philippines: Capt. S. E. Wolfe, to 7th C.A., Ft. Hancock, N. J.; E. B. Wharton, to 13th C.A., Ft. Barrancas, Fla.; J. E. Harrison, to 13th C.A., Ft. Barrancas, Fla., and Capt. C. H. Stewart, to 52nd C.A., Ft. Eustis, Va.; 2nd Lts. J. H. Featherston and S. Rubin, to 12th C.A., Ft. Monroe, Va. Following C.A. officers to New York and sail Mar. 12 from New York to Philippines for duty: Capt. W. W. Rhein, A. J. Bennett, and 2nd Lts. W. S. Lawton and S. Berliner.

Capt. G. Villaret, Jr., Inf., to duty Army War College, Washington, D. C. Maj. H. L. Twaddle, Inf., to duty with War Dept. General Staff, Washington, D. C., Jan. 12. Col. J. K. Parsons, Inf., detailed member G.S. Corps, to duty with War Dept. G.S., Washington, D. C., Mar. 20. Capt. W. F. Gent, Inf., to 24th Inf., Ft. Benning, Ga., Jan. 8.

Leaves.—One month to Capt. L. A. Pulling, Cav., on relief from Walter Reed Hospital. One month to 2nd Lt. A. W. Farwick, Cav., Dec. 12.

The following enlisted men will be retired as indicated: 1st Sgt. R. Bradley, 10th Cav., at Ft. Huachuca, Ariz.; 1st Sgt. A. Christensen, 17th Inf., at Ft. Crook, Neb.

### G.C.M. CASES

First Lt. Oscar L. Ansley, 26th Inf., U.S.A., was tried at Plattsburg Barracks, N. Y., recently on a charge of violation of the 61st Articles of War. The specification alleged that he was absent without leave from Sept. 17 to Sept. 25, 1925. He was found guilty by the court and sentenced to be dismissed the service. President Coolidge approved the sentence and Lt. Ansley ceased to be an officer of the Army from Nov. 4, 1925. G.C.M.O. 14, Nov. 3, W.D.

## ARMY PROMOTION STATUS

Promotions and vacancies on the promotion list (cumulative) since Dec. 4, 1925:

Last promotion to the grade of colonel: James R. Pourie, Q.M.C., No. 1, on page 147 (Nov. Army List & Dir.)

Last nomination to the grade of colonel: James R. Pourie, Q.M.C.

Vacancies: None.

Senior lieutenant colonel: Harry T. Matthews, C.A.C.

Last promotion to the grade of lieutenant colonel: Samuel J. Sutherland, Inf., No. 579, on page 149.

Last nomination to the grade of lieutenant colonel: Samuel J. Sutherland, Inf.

Vacancies: None.

Senior major: Franc Leocq, C.A.C.

Last promotion to the grade of major: Dana W. Morey, Fin. Dept., No. 2305, on page 155.

Last nomination to the grade of major: Dana W. Morey, Fin. Dept.

Vacancies: None.

Senior captain: Selden B. Armat, Fin. Dept.

Last promotion to the grade of captain: Walter J. Ungethuen, C.W.S., No. 5472, on page 166.

Last nomination to the grade of captain: Walter J. Ungethuen, C.W.S.

Vacancies: None.

Senior first lieutenant: Thomas B. Richardson, Inf.

Last promotion to the grade of first lieutenant: John T. Lynch, Inf., No. 8441, on page 176.

Last nomination to the grade of first lieutenant: John R. Guiteras, Inf., No. 8443.

Vacancies: None.

Senior second lieutenant: William D. Long, Inf.

Vacancies in the grade of second lieutenant: 138.

## NAVY PROMOTION STATUS

December 9, 1925

The following junior officers have become eligible for promotion in various grades and ranks of the Navy:

### Line

R. Adm. L. McNamee Lt. Cdr. T. E. Chandler

Capt. W. J. Giles Lt. P. E. Pendleton

Comdr. H. B. Mcleary Lt. (j.g.) D. B. Candler

There was no change in the Staff Corps promotion list during the past week.

## NAVY DEPARTMENT ORDERS

(Continued from page 357)

Reeves, to command U.S.S. Worden; N. P. Refo, to command U.S.S. Whipple.

Lts. F. Rorschach, Jr., to practical instr. at General Elec. Co., Schenectady, N. Y., until Apr. 1, 1926, thence to 3d Nav. Dist. until Aug. 1, thence to Navy Yard, Washington, D. C.; N. H. Spriggs, to Navy Yard, Portsmouth, N. H.; F. L. Worden, to command U.S.S. S-8; P. H. Taft, to Rec. Ship, San Francisco, Calif.; C. L. Tyler, to U.S.S. S-11.

Lt. (j.g.) E. Kiehl, to practical instr. at General Elec. Co., Schenectady, N. Y., until Apr. 1, 1926, thence to 3d Navy Dist. until Aug. 1, thence to Navy Yard, Washington, D. C.

Ens. D. H. Day, to U.S.S. S-50; ors. Nov. 19, 1925, to U.S.S. S-11 revoked.

Comdrs. W. A. Angwin (M.C.), to Asiatic Station; R. E. Benton (M.C.), to U.S.S. Maryland; F. E. Stoops (M.C.), to Nav. Hosp., Newport, R. I.

Lts. C. W. Brunson (M.C.), to temp. duty, Naval Medical School, Washington, D. C.; E. K. Lee (M.C.), resignation accepted Dec. 10, 1925; Lt. (j.g.) N. C. Rubinsky (M.C.), ors. Nov. 12, 1925, modified to Navy Reg. Sta., New York; Lt. E. W. Willett (D.C.), to Marine Corps Base, N.O.B., San Diego, Calif.; Ch. Gun. William C. Bean, to home.

### Effective December 4

Comdr. B. Bruce, to Naval Instr. of machinery connection bldg. river gunboats, Asiatic Station.

Lt. Comdrs. E. S. R. Brandt, to command U.S.S. Putnam; S. S. Brown, to Navy Yard Div., Navy Department.

Lt. (j.g.) Raymond D. Sollars, resignation accepted Feb. 12, 1926.

Ens. J. L. Welch, to U.S.S. S-46, ors. Nov. 18, 1925, to U.S.S. S-43 revoked; S. B. Smith, to Asiatic Station for assignment, ors. published Nov. 30, 1925, was in error.

Comdr. M. M. Leonard (Ch.C.), to continue duty Nav. Sta., St. Thomas, Virgin Islands.

Pay Clks. F. H. Boyce, to further treat. Nav. Hosp., Washington, D. C.; N. D. Whitehill, to Asiatic Station.

### December 8

#### Effective December 5

Comdrs. W. B. Decker, to off. in Chg., Navy Reg. Sta., Newark, N. J.; P. L. Wilson, to U.S.S. Concord.

Lt. Comdr. L. Anderson, to command U.S.S. Lawrence; A. C. Bennett, to c.f.o. U.S.S. Holland; H. M. Kieffer, to U.S.S. Detroit; E. J. O'Keefe, to U.S.S. New York.

Lts. W. C. Betzer, to U.S.S. Trenton; G. L. Harris, to continue treat. Nav. Hosp., San Diego, Calif.; J. E. Jackson, to U.S.S. Marblehead; J. C. Rickerts, to U.S.S. Orion.

Lts. (j.g.) P. N. Jackson (Ret.), to home; J. C. Winn, to U.S.S. Bushnell.

Ens. W. E. Brice, to statutory professional exam.; V. D. Long, to U.S.S. Pennsylvania.

Comdr. U. R. Webb (M.C.) to Nav. Hosp., Mare Island, Calif.; Lt. Comdr. E. L. Jones (M.C.), to Rec. Ship, San Francisco; Lt. (j.g.) C. C. Yanguell (M.C.), to Nav. Air Sta., Anacostia, D. C.; Lt. C. L. Tompkins (C.), to temp. duty Nav. Med. School, Wash., D. C.

Ch. Bosn. J. D. Thompson, to Navy Yard, Puget Sound, Wash.; Ch. Carps. L. M. Hull, to Nav. Trng. Sta., Newport, R. I.; C. Murphy, to U.S.S. Rigel; Carps. H. Dillon, to U.S.S. Wyoming; C. S. Kimbrough, to U.S.S. Altair; Ch. Pay Clk. J. P. Gallagher, to U.S.S. Wright; Pay Clk. J. L. Creekman to Navy Yard, Charleston, S. C.

Lt. W. W. Schneider, to Navy Yard, Norfolk, Va.

### December 9

#### Effective December 7

Comdrs. J. E. Gill (M.C.), to continue duty Nav. Hosp., Boston, Mass.; J. P. Traynor (M.C.), to continue duty Nav. Hosp., New York, N. Y.

Ch. Gun. J. K. Campbell, to U.S.S. McDermut; Ch. Machs. R. M. Huggard, to U.S.S. Chewink; J. C. Parker, to Navy Yard, New York; Mach. C. Mills, to U.S.S. Medusa; Pay Clk. R. Nelson, to 9th Nav. Dist.

The following acting appointments have been issued, to date from Nov. 23: Machs. A. B. Clapp, W. Echelman, Dean Fluss, John A. Loring, Jr., Carl Mills, Samuel C. Moore, Carl E. Richards, William R. Seelig, John M. Stuart and William H. F. Terrio.

### December 11

#### Effective December 8

Lts. (j.g.) T. C. Brownell, resignation accepted Mar. 2, 1925; L. L. Rowe, to continue duty U.S.S. Milwaukee; G. C. Stevens, resignation accepted Feb. 20, 1926.

Ens. A. Weir, resignation accepted Jan. 31, 1926.

Lts. C. C. Ammerman (M.C.), to U.S.S. Wright; E. F. Mullaly (M.C.), resignation accepted Dec. 15, 1925; Lt. (j.g.) W. P. Dana (M.C.), to Torp. & Bombing Plans, Sqd. 1, Setg. Flt.; Mach. W. W. Eshelman, to U.S.S. Procyon; Guns. H. E. Kester, to U.S.S. New York; F. M. Lewis, to U.S.S. Texas; Ch. Carp. J. Conboy, to Rec. Ship, New York; Ch. Pharm. T. J. Murphy, to Nav. Hosp., Newport, R. I.

### December 11

#### Effective December 9

Lts. B. W. Chippendale, to navy yard, Portsmouth, N. H.; Lt. (j.g.) J. T. Acree, to U.S.S. O-9.

Lt. Comdr. D. H. Vance (M.C.), to temp. duty Army School of Aviation Medicine Mitchell Field Mineola, Long Island, N. Y.; Lts. C. H. Blackford (M.C.) to Navy Reg. Sta., Louisville, Ky.; L. O. Stone (M.C.), to Nav. Hosp., League Island, Philadelphia, Pa., on completion temp. duty.

Ch. Gun. Arthur F. Gerloff, to U.S.S. McDermut; Ch. Mach. W. H. England, to continue treat., Nav. Hosp., League Island, Phila., Pa.

Machs. D. Fluss, to U.S.S. Algoma; J. A. Loring, to U.S.S. Dobbin; W. R. Seelig, to U.S.S. Trenton; J. M. Stuart, to U.S.S. Swallow; W. H. F. Terrio, to U.S.S. Sonoma.



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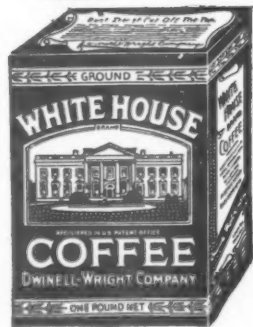
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## Gen. Harbord on Aircraft Report

(Continued from first page)

developed by practice, and the opportunity to command more men would be bound to react to the benefit of officers of the Air Service.

There is no intelligent person who disputes the extra hazardous nature of flying, and the principle of extra pay for flying is generally recognized as permanent in time of peace. The justification for such payments lies in the possibility of death without adequate provision for families. In practical experience, the chances are that not much of this extra flying pay is now put aside by aviators for the benefit of the potential widow. If, in addition to flying pay, it were economically possible to provide insurance, I believe it would be an excellent thing. It must be remembered, however, that most powerful arguments could be made for this being a precedent for insurance of other officers in case of death. When the officer dies, it matters little to the widow whether he died in flying, or by the accidental discharge of a field piece, or a fall from a horse.

As has been well said by the Aircraft Board, the channels of protest in the military service are as well known as the channels of command—both are as old as armies. There is no excuse either in his own conscience, or in his responsibility to his chiefs for any officer who, knowing of unsafe planes, sees his flying brothers use them without protest to the chief. The officer who, claiming to have knowledge of the use of unsafe planes, fails to bring it to the attention of his chief, is guilty of the lives of his comrades to the extent that his knowledge is accurate.

As a member of the Aircraft Board, I may be pardoned if I endorse as particularly applicable to the Air Service the spirit of mutual accommodation and understanding which the board so well states in the concluding paragraph of its report.

In the last analysis, the future of the Air Service must be committed largely to its own membership. The very soul of the military service is discipline. No national defense can depend upon a Service which is not loyal and subordinate.

## ARMY AND NAVY NOMINATIONS

All the Executive nominations made during the recess of Congress for appointment and promotion in the Army, Navy, Marine Corps, U.S. Coast Guard, and Coast and Geodetic Survey were sent to the Senate on Dec. 8.

## ARMY CHANGES OF STATION

The following changes in the stations of units of the U.S. Army were announced by the War Department this week:

Hq. 1st Bn., 1st Engrs., Ft. Hancock, N. J., to Camp Dix, N. J.  
Third Signal Service Co., Camp Devens, Mass., to Army Base, Boston, Mass.  
Hq. Btry. & C. Tn. 2d Bn., 7th F.A., Pine Plains, N. Y., to Madison Bks., N. Y.  
Btry. B, 8th F.A., Ft. Armstrong, T. H., to Schofield Bks., T. H.  
Btry. B, 41st C.A., Ft. Kamehameha, T. H., to Ft. Armstrong, T. H.  
First Cav., Fort Clark, Tex., to Marfa, Tex.  
Cos. K and L, 10th Inf., Ft. Benj. Harrison, Ind., to Ft. Hayes, Ohio.  
Hq. 2d Bn., 13th Inf., Camp Devens, Mass., to Army Base, Boston, Mass.  
Sixteenth Inf.: 1st Bn. less Cos. C and D, Camp Dix, N. J., to Ft. Jay, N. Y.  
Co. C, Ft. Jay, N. Y., to Ft. Wood, N. Y.  
Co. F, 18th Inf., Camp Dix, N. J., to Ft. Schuyler, N. Y.  
25th Inf., less 1st Bn., Ft. Huachuca, Ariz., to Camp S. D. Little, Nogales, Ariz. 1st Bn., Ft. Huachuca, Ariz., to Camp Harry J. Jones, Douglas, Ariz.  
First Hospital Troop, active associate, 1st Ambulance Troop.  
First Collecting Troop, active associate, 1st Ambulance Troop.  
Hq. 2d and 3d Bns., 15th C.A., active associate, Hq. 1st Bn.

## MARINE CORPS ORDERS

December 3, 1925

Capt. J. M. Huey and Lt. Col. E. R. Beadle, redetailed in Adjutant and Inspector Department; 2d Lt. L. B. Stedman, MCR, on Dec. 28, 1925, assigned to active duty for training at NAS, San Diego, Calif., and on Feb. 4, 1926, relieved from active duty.

December 5, 1925

Capt. O. T. Pfeiffer, to MB, NS, Cavite, P. I.; H. H. Shepherd, killed in an airplane accident on Dec. 2, 1925.

First Lt. F. B. Reed and 2d Lt. S. C. Zern, to MB, NS, Cavite, P. I.  
Second Lt. J. D. Christian, killed in an airplane accident on Dec. 2, 1925.

December 8, 1925

Capt. E. C. Nicholas, to MB, NS, Guam; N. C. Bates, to MCB, San Diego, Calif., upon reporting to Comdr. Gen., Dept. of the Pacific.  
Second Lt. J. C. Harmon, to MB, Quantico, Va.

Mar. Gnr. G. W. Harbaugh, FMCR, on Dec. 10, 1925, assigned to active duty for training at the MB, NA, Annapolis, Md., and on Dec. 26, 1925, relieved from active duty.  
Qm. Clk. J. B. Collins, retired.

## U.S.M.C. PROMOTION STATUS

December 9, 1925

Commissioned Will make number in grade indicated on next vacancy

Col. Wm. C. Harlee	Col. Norman C. Burton
Lt. Col. W. M. Small	Lt. Cl. R. B. Farquharson
Maj. Harry K. Pickett	Maj. John B. Seabree
Capt. Henry S. Hausmann	Capt. J. D. Lockburner
1st Lt. Wm. N. McKelvy, Jr.	1st Lt. Wm. H. Doyle

## NEW QUARTERS STARTED

The Navy Yard, New York, has under way the construction of a double set of brick quarters for married officers at the Naval Hospital, which, it is expected, will be completed by Apr. 1, 1926. An allotment of \$37,500 has been made by the Bureau of Yards and Docks, and work was started on Sept. 2, 1925. The quarters were ready for slate roofing on Dec. 1.

Another building project, which involved \$85,000, was just completed, yard labor, on Nov. 24, 1925, with the remodeling of Building 93 for quarters for six married officers of the U.S. Marine Corps.

The work included stripping the building, leaving only the brick walls, floor and roof framing intact. The work on the building amounted to 33 cents per cubic foot.

The remodeled quarters consist of six apartments, two on each floor, with a storeroom and laundry for each apartment in the basement.

## TO ENLARGE HOSPITAL

The Bureau of Yards and Docks, Navy Department, is preparing drawings for five sets of quarters to be erected at the Naval Hospital, Norfolk, Va. The buildings will be located on the southwest portion of the reservation and will be of brick with slate-covered roofs.

Two of the buildings will provide quarters for junior officers and three for pharmacists. It is expected that the work will be advertised soon after Jan. 1 for the receipt of competitive bids.

## NAVY BUILDING CONTRACTS

Three contracts were recently awarded by the Bureau of Yards and Docks for construction at naval stations. The largest, for approximately \$32,850, was for the erection of a storehouse for ammunition details at the Naval Ammunition Depot, Puget Sound, Wash. Two smaller contracts were awarded for the construction of a radial brick chimney at the Naval Air Station, Pensacola, Fla., and for repairs to timber finger piers at the Submarine Base, New London, Conn.

## WILSON AWARDED PRIZE

Comdr. Eugene E. Wilson, U.S.N., attached to the Bureau of Aeronautics, was recently awarded a prize for the best contribution to the National Oil and Gas Symposium of 1925. The award was announced at the opening session of the 46th annual meeting of the American Society of Mechanical Engineers.

Comdr. Wilson's paper on "Power Plants for U.S. Navy Aircraft" was selected from hundreds contributed by technical men, including prominent engineers, chemists, and physicists.

## NAVY M.C. TRANSFERS

The following transfers of Navy Medical Corps officers have been recommended by the Bureau of Medicine and Surgery: Comdrs. O. J. Mink, to receiving ship, San Francisco; P. T. Desses, to U.S.S. Colorado; N. T. McLean, to treatment Naval Hospital, Mare Island, Calif.; Lt. Comdrs. L. H. Roddis, to U.S.S. Antares; H. W. Cole, to Marine Barracks, Quantico; and F. Ceres, Aircraft Squadrons, Scouting Fleet.

## MACNIDER REVIEWS 107TH

The review of the 107th Inf. (old 7th, N.Y.N.G.), by the Assistant Secretary of War, MacNider, Nov. 27, was an exceptionally interesting event.

The regiment in its historic gray uniform and white cross belts, more nearly approximated in appearance and precision its self-assumed exemplar, the Cadet Corps of the Military Academy, than ever before. The formation included each of the 19 units now composing an Infantry regiment, which was commented upon by the Regular officers present, many of whom, owing to the present reduced strength of the Army, had never since the war seen a complete regiment assembled in one place. The review in line of masses, and evening parade in line, were both handsome formations and were made entirely without delay or confusion, which is no simple accomplishment within a restricted area.

This was Secretary MacNider's first review since his appointment. Colonel Hayes had invited what seemed to be the entire Social Register of New York City to grace the occasion, and the armory was crowded to its capacity. The handsomely gowned women lent a social atmosphere to the gathering comparable with a night at the opera.

Secretary MacNider when he entered the drill hall was greeted with a great outburst of applause. During the evening Co. H, Capt. Edward A. Wilson, was presented with the Regimental Efficiency Guidon, designating it the most efficient company of the organization, which it will carry for one year.

Among the many military guests present were Colonels Huguet, Fuqua and Haskell and Majors Rose and Ulio, U.S.A.; Brig. Gen. Robert Marshall and Colonels Fairervis and Hines of the N.Y.N.G., and many of the former and present high officials of the American Legion.

## SAILING FROM HONOLULU

The following is a list of officers who sailed from Honolulu, Dec. 1, on the transport St. Mihiel, showing date of expiration of foreign service in case of each officer returning on that account: Col. H. L. Laubach, 27th Inf., Feb. 11, 1926; Capt. W. L. Thompson, M.C., Mar. 6; E. B. McCarthy, 64th C.A., Mar. 6; C. C. Harvey, M.C., Mar. 6; 1st Lt. J. L. Hogan, 64th C.A., Mar. 6; E. C. Kiel, A.S., Feb. 11; V. C. Snell, 15th C.A., Mar. 6; H. Speed, Jr., 64th C.A., Mar. 6; Wm. H. Webb, 55th C.A., Mar. 6; 2nd Lt. W. W. Dewitt, 19th Inf., Nov. 5, 1925.

Officers returning on leave of absence: Col. Wm. Kelly, Jr., A.G.D.; Maj. Wm. C. Foote, 64th C.A.; Wm. R. Schmidt, 19th Inf.; Capt. G. W. Lester, 21st Inf.; A. H. Campbell, 16th C.A.; C. J. Smith, 55th C.A.; Wm. J. Freitzheim, M.C.; E. D. Cameron, Jr., S.C.; G. L. Harker, M.C.; 1st Lt. C. W. Hensey, 11th F.A.; J. R. Culleton, 8th F.A.; 2nd Lt. D. W. Norwood, A.S.; F. R. Brisack, 11th Ammunition Train; G. E. Burritt, 13th F.A.; J. R. Simpson, 19th Inf.

Officers returning from leave of absence: 1st Lt. D. Menoher, Cav., A.D.C.; 2nd Lt. H. Kramer, 11th Engrs.

## NEW GOVERNOR FOR GUAM

Capt. Lloyd S. Shapley, U.S.N., Ret., who was recently placed on the retired list at his own application, will be the new naval governor of Guam. He has been ordered there to relieve Capt. Henry B. Price, U.S.N., Ret., who will report to the Office of Naval Operations for temporary duty. It is thought that upon completion of this duty Captain Price will be relieved of all active duty.

## NURSES END COURSE

A course in dietetics at Miss Farmer's School of Cookery, Boston, Mass., was recently completed by eight nurses, U.S.N., who have been assigned to various naval hospitals in the United States. The nurses are: Mary H. King, Agnes B. Cameron, Mary D. Walton, Mary Peoples, Elisabeth S. Hopkins, Grace Sanner, Anna F. Patten, and Anna G. Keating.

## U.S.S. MERCY CREW

Adm. E. W. Eberle, U.S.N., Chief of Naval Operations, on Dec. 7 ordered that the full complement of the U.S.S. Mercy be retained on that vessel only until Jan. 1, 1926. This is a modification of the original order placing the U.S.S. Mercy in commission in reserve Nov. 25 and directing that the full complement be kept aboard until Jan. 15, 1926.

## MEDICAL CORPS PROMOTION

Five officers of the Navy Medical Corps have been found qualified for promotion to the rank of Lt. Comdr., M.C., U.S.N., during the past week. They are Lts. F. S. Johnson, W. J. Pennell, V. S. Armstrong, C. H. Savage, and O. R. Goss.



# "Arms and the Man~"



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